

Soubenir Program
of the
Historical Pageant
of
Schuylkill Haven, Pennsylvania

1830/175-175th Anniversary 1925

September Third, Fourth and Fifth
8.00 P. M.

SCHUYLEILL HAVEN

presents

THE HISTORICAL PAGEANT OF SCHUYLKILL HAVEN

The feature night attraction of

THE 175th ANNIVERSARY CELEBRATION

SEPTEMBER 3, 4, 5, 1925

Pageant costumed and staged by

The John Rogers Producing Company, Fostoria, Ohio

Directed by Russell L. Rowland and Dorothy Morecom Rowland

GENERAL PAGEANT COMMITTEE

Allen F. Burkeck, Chair-	Miss Elma Mill	Earl Shearer
man	Mrs. H. B. Feger	Bert Reinhart
Rev. E. S. Noll	H. E. Snayberger	E. J. Stanton
Mrs. George Burtz	E. H. Shollenberger	Oscar Yost
Mrs. Foster Lebengood		

TALENT COMMITTEE

Mrs. Geo. Butz	Miss Mary Riebsamen	Miss Blanche Dando
Miss Elma Mill	Miss Ruffenah Moyer	Miss Nellie Reinhart
Mrs. A. R. Maberry	Harvey Heim	Miss Anna Matz
Miss Marion Shollenberger	Mrs. Foster Lebengood	Allen F. Bubeck

Historical Censor, H. J. Filbert

Ticket Chairman, H. E. Snayberger

Chairman Grounds Committee, Bert Reinhart

Transportation, Edward Shollenberger

Electrical Work, William Morris

Properties Chairman, George Reider

Accompanists, Miss Ruth Bubeck

Miss Helen Jame

PROGRAMME

PAGEANT OPENING

Concert Selection by the Bressler Band

EPISODE ONE

SCHUYLKILL HAVEN'S WELCOME TO ITS HONOR GUESTS

A Arrival of Miss Schuylkill Haven and her Attendants

Miss Schuylkill Haven Miss Marion Schollenberger

B Address of Welcome to the Audience

"FELLOW CITIZENS AND FRIENDS OF SCHUYLKILL HAVEN:—

In the name of the inhabitants of this goodly town, and in honor of our celebration this evening, I bid you all a most cordial welcome. Whether you were born within its ancient boundaries, interlacing your affections with those with whom you compose this incorporated brotherhood, in the great family of the union, or whether you have forsaken your home in some foreign country, renouncing all allegiance unto it, and having adopted this as your earthly home, here to abide as one of its children, seeking its peace and its welfare, as long as God in His providence shall continue you here, or whether you are a native of some other town, city, state or country, and are here present to enjoy with us this celebration; in the name of the town of Schuylkill Haven I extend to each and all of you the endearing address of fellow citizens and friends, and bid you welcome to our 175th Anniversary Celebration and to the Historical Pageant of Schuylkill Haven.

C Arrival of Miss Columbia and the States

Miss Columbia Miss Florence Stanton

D Welcome to Miss Columbia and the States

Welcome, welcome, Columbia, and you, her daughters, fair United States. Welcome to our 175th Anniversary Celebration and to the Historical Pageant of Schuylkill Haven.

E March to the Court of Honor

EPISODE TWO

THE MARCH OF THE U. S. A. GIRLS

EPISODE THREE

"THE DAWNING OF CREATION"

Father Time H. Jerome Leinbach

I came, I know not whence;
I go, I know not whither;
Eye of things created never upon my coming looked,
Nor shall it see my passing.
Look ye now upon
The Dawning of Creation.

NOTE

The Creation Ballet is meant to portray the Dawning of Creation. A purely symbolic dance, its grace and beauty remind us of the Great Creator who gave us the Land, the Sky, the Flowers and above all, LIFE.

EPISODE FOUR

THE INDIANS OF SCHUYLKILL COUNTY

Historical Note.

Altho no authentic record has ever been found as to the origin of the American Indians, the first known settlers of our country, early tradition tells us that they migrated from northeastern Asia to Alaska, down the western coast of what is now Canada, and then crossed diagonally toward the southeast. Different tribes took up

locations on various hunting grounds enroute, and eventually the Lenni Lenape, the most powerful of all tribes, settled in and around the Schuylkill River Valley. At the time of the coming of the first white men to the vicinity of Schuylkill, Tammany, the greatest law giver of all Indians, was the chief of Lenni Lenape.

Father Time:—

Time goes on, now turn your gaze
To human life and human ways,
Creation's work was not complete
'Til Earth was trod 'neath human feet
See Schuylkill Haven's early life
See Red Men live in Peace and Strife
See how they worked and how they played
When by content or anger swayed

INDIAN CAMP AND PRIMITIVE OCCUPATIONS

Many former Indian camping grounds have been located in the district surrounding the spot on which Schuylkill Haven is now located. This is due to the fact that there was an abundance of game, plenty of fish in the streams, and plenty of ground for agriculture which they practiced in crude forms.

Our Indian camp scene shows Indian families "at home", and is meant to show their native habits before the coming of the white men. They obtained their subsistence not only by the killing of game, but practiced agriculture to a very limited extent. Corn was cultivated and dried, sugar was obtained from maple trees, sun-flowers were cultivated for their seed, and every variety of edible wild fruit was used. Grain was prepared for food. Hominy and succotash are present day foods which were known to the Indians. Corn was ground in stones hollowed out to form a hominy mill.

EPISODE FIVE

THE CONQUERING OF THE WILDERNESS

A

The Wilderness Dance

Spirit of the Wilderness Miss Helen Stanton
Father Time

The Powers of the Forest,
The Powers of the River,
Which menaced them always,
Had to be conquered and bent to their will.
With dangers encircling by day and by night.
Here the Pioneers lit their hearth-fires to gleam thru the years,
Clear as a beacon light.

NOTE

A symbolic dance, representing the Spirit of the Wilderness in its most playful mood, with the Powers of the Rivers, the Powers of the Forests, and the Mist Maidens, merrily dancing in the Canadian Forests

B

The Pioneers Conquer the Wilderness Dangers

Characters

Pioneer Woman.....Miss Kathryn Lautenbacher
Pioneer Man George Achenbach
Fever Miss Margaret Goas
Famine Miss Helen Schumacher
Death Walter Knarr
Spirit of the Wilderness Miss Helen Stanton

NOTE

A symbolic scene showing a pioneer man and pioneer woman undaunted by the attacks made upon them by Fever, Famine and Death. They represent the vast number of courageous men and women, who faced many dangers in order to establish themselves in homes in what is now our beloved Schuylkill Haven.

EPISODE SIX

SCHUYLKILL HAVEN'S PIONEER SETTLERS

NOTE

The earliest settler of whom we know was John Fincher, who came from Chester County to what is now Berks County, about 1740. On March 5th, 1750, a warrant was granted to him, and later a survey was made of 255 acres of land facing upon the Schuylkill River, taking in the curve of the River, now the Westward of the Borough, and part of the Southward.

Fincher built a house and barn on his property, and was an actual resident when Berks County was established. His buildings were burned by a party of marauding Indians, November 3, 1756. Fincher and his family escaped, and later returned and rebuilt the buildings at or near the same spot.

Father Time:—

And then there came into this land,
Adventurers bold on every hand.
The early founders of our race,
The men who took the Red Man's place.

John Fincher came, here to reside.
He built his home and fireside.
The Red Men came—his home they burned,
The family escaped, and then returned.

Nothing daunted, they built anew,
And thus it was our country grew.
Like Pioneers bold, they knew no fears,
They stand immortal thru the years.

EPISODE SEVEN

THE COMING OF GEORGE BOONE AND DANIEL BOONE

Historical Note

On March 4th, 1750, George Boone, uncle of Daniel Boone, famed in American lore, from Exeter Twp., Berks County, and took up two warrants on land in and around what is now Schuylkill Haven, amounting to about 700 acres. Though there are no documents to prove it, it is presumed that Daniel Boone and his father Squire Boone came that spring to survey the new land. The famous frontiersman and his father departed the next year for South Carolina and from there to Kentucky.

Father Time

Time still goes on—and others came
To add to our great nation's fame.
See Daniel Boone—whose early days
Were spent in learning frontier ways.

He came to where our town now stands,
To help survey his uncle's lands.
And later left to make his name
A pioneer of Kentucky fame.

EPISODE EIGHT

THE MASSACRE OF JOHN FINCHER'S FAMILY

Historical Note

After Fincher rebuilt his buildings, all went well until about the 10th of September, 1763. On that afternoon, eight well armed Indians approached the house and John Fincher, his wife, two sons, and daughter Rachel, immediately went to the door and asked them to enter and eat, expressing the hope that they came as friends and entreated them to spare their lives. The Indians were deaf to their entreaties. Both parents and the two sons were deliberately murdered, and the daughter Rachael was carried into captivity. Later she was returned to Col. Bouquet after his defeat of the Indians at Kittanning.

Father Time

Years have passed—now witness Ye
The killing of Fincher's family.
See Indians come with savage lust,
Refusing Fincher's friendly trust.

See how they torture, burn and slay,
See Rachael Fincher carried away;
And thus a happy family life,
Is spoiled by savage war and strife.

EPISODE NINE

THE FIRST WEDDING IN SCHUYLKILL HAVEN

Early in the spring of 1775, Martin Dreibelbiss, often spoken of as the first settler of Schuylkill Haven, came here from Berks County. In reality, he was not the first settler, but was sent here by his father-in-law, George Merkel, to take charge of a large tract of land together with a "water corn or grist mill and sawmill." The Dreibelbiss family prospered, and soon had accumulated large holdings including hotels, saw mills, grist mills, a distillery, a blacksmith shop, and numerous houses. In his day he was the wealthiest man in this part of the state, so wealthy, in fact, that he gave fabulous sums as doweries when his daughters were married, the largest dowry being \$50,000.00, which was given when Christina married Benjamin Pott, a son of John Pott, the founder of Pottsville.

Our scene depicts the first wedding in Schuylkill Haven, Mary Dreibelbiss married to John Reed by Rev. Henry Decker. Their son Jeremiah was the first boy born on the site of Pottsville. Much merry-making attended the event. We show the Minuet style of dancing, popular in the Colonial days.

Father Time

Time goes on—in later day
The Spirit of Youth doth turn to play.
See now a Colonial girl and boy,
Married midst much mirth and joy.

See John Reed wed Mary Dreibelbiss,
A daughter of Martin Dreibelbiss,
With laughter gay, and pretty dance,
They celebrate this quaint romance.

EPISODE TEN

THE EVOLUTION OF TRANSPORTATION AND TRAVEL

A scene built up to show the various methods of transportation and travel that have been in use in and around Schuylkill Haven. The scene will include the following:

The Indians on foot.
The Pioneers with their packs.
The Pioneers with their horses.
The pack train of 1770.
The Covered Wagon of 1770.
The Canal Boat of 1825.
The Family Spring Wagon of 1825.
The Barouche of 1850.
The Cadillac of 1903.
The Automobile of 1925.
The Atlantic City Flyer of 1925.

NOTE

Our 175th Anniversary Celebration also marks the 100th Anniversary of the opening of the Schuylkill Canal.

EPISODE ELEVEN

Father Time

THE MASQUE OF THE NATIONS

And now that the Book of Records is closed,
And in them the deeds of old repose,
Let us then turn to our enlightened age
And see the wonders of to-day displayed.

See all the nations joining hands,
See dancers now from other lands,
All held by brotherly love sublime.
I'll see it come—for I am Time.

A spectacular patriotic display symbolizing the spirit of brotherhood among all nations.

EPISODE TWELVE

GRAND ENSEMBLE

A gorgeous display—all pageant participants in spectacular formation working in connection with decorated floats as follows: —

Uncle Sam and Miss Columbia.
The Liberty Bell.
The Educational Float.
Americanization.
The Birth of our Nation's Flag.
The Nation's Tribute to War Mothers.
Francis Scott Key and the National Anthem.
America's War Float.

NOTE

The fireworks display will start after the close of the pageant on the adjoining field.

DUTCH GIRLS

Caroline Gerhard
Marguerite Godshall
Margaret Kimmel
Kathryn Snayberger

Edith James
Dawn Reber
Marguerite Gerber
Sarah Quinter

Georgine Zeckman
Naomi Strausse
Jean Eves
Helen Zettlemoyer

Chaperones

Miss Tacy High

Miss Ella Sherer

U. S. SAILORS

Anna Drumheller
Elizabeth Drumheller
Helen Stanton
Helen Zimmerman
Kathryn Starr
Anna Lessig

Christine Kline
Mildred Meck
Rose Serena
Charlotte Berger
Clayton Moyer
Jack Stanton

Guilford Sherer
Bill Stauffer
Edward Brown
Elmer Moyer
Richard Pflueger
Dallas Root

BOY SCOUTS—TROOPS Nos. 1 and 3

William Keller
Aaron Detweiler
Russell Sherer
Charles Moyer
George Pugh
Charles Maberry
Lee Berger
Earl Yost
Russell Moyer
Edward Lengel
Irvin Reber
Harry Detweiler
Lamar Kerchner

Robert Sharadin
Robert Carey
Milton Seltzer
Franklin Watts
Hugh Heim
Oscar Reichert
Walter McCord
Jack Knight
Alvin Levan
John Jacoby
Roy Yost
Russell Bubeck
Harry Hummel

Carl Bast
Melvin Naus
Edward Rumble
Earl Knarr
William Harner
Stewart Goas
Wm. Ziegenfus
Donald Bast
Robert Orwig
William Maurer
Jesse Hill

MUSIC FURNISHED BY THE BRESSLER BAND

H. W. Bressler, Director

MEMBERS

Frank Reber
Robert Keller
Earl Roberts
Andrew Wildermuth
Elwood Eiler
Robert Eiler
Nelson Maberry
Fred Baum
John Bessa
Charles Fenstermacher
Earlin Clauser
John Berger
Cliff Berger
Ralph Neiswenter
Sylvester Eiler
Luther Geary

Marcus Bittle
Lewis Driesbach
Walter Zimmerman
Robert Geary
Austin Dewald
Joseph Reber
Emery Daniels
D. C. Gilham
Roy Staller
William Dietrich
Clayton Koenig
Russell Jones
Charles Bensinger
Lewis Wagner
Harvey Wagner
Earl Dewald

Charles Dietrich
Roy Sowers
Charles Schaeffner
Arthur Lins
Arthur Dewald
Frank Keller
William Reick
William H. Kremer
Robert Wagner
Jonathan Peiffer
J. Milton Patchet
Raymond Bressler
Charles Dewald
Harvey Greiner
Clarence Moser

1750

HISTORICAL DATA

1925

The 175th ANNIVERSARY
SEPTEMBER 3d to 6th, 1925



FIRST HOUSE—ERECTED IN 1780

PUBLISHED BY AUTHORITY OF THE
CIVIC CLUB OF SCHUYLKILL HAVEN
PENNSYLVANIA

1 7 5 0

1 7 5 *t h* A N N I V E R S A R Y

Schuylkill Haven

Short sketches of its history and of the region
which it is to commemorate

The 175th anniversary of its first settlement

The 150th anniversary of the coming of
Martin Dreibelbis, whose son Jacob laid out the
town plot in 1811, and

The 100th anniversary of the opening of
transportation on the Schuylkill Canal to tide-
water.

Published by authority of the Civic Club of
Schuylkill Haven.

Dedication

TO THE MEMORY OF THOSE BRAVE
MEN AND NOBLE AND DEVOTED WOMEN
WHO BLAZED THE TRAIL OF CIVILIZATION
IN THE WILDERNESS, AND EITHER BY
THE STERN UNYIELDING HARDSHIPS OF
THE FRONTIER LIFE OR THE TOMAHAWK
OF THE SAVAGE LENAPE DIED THE
GLORIOUS DEATH OF MARTYRDOM IN THE
CAUSE OF THEIR POSTERITY, THESE FEW
PAGES ARE REVERENTLY DEDICATED

1 7 5 0

1 7 5 *t h* A N N I V E R S A R Y



H. D. FELIX
President and Chairman of Executive Committee



J. W. G. LENGEL
Secretary



W. C. KLINE
Treasurer

Introduction

AS the Historical Committee appointed by the Executive Committee of the 175th anniversary of the settlement of Schuylkill Haven were about ending their labors, it was suggested that the report of the committee would require a preface, and the Chairman of the committee was delegated to prepare one. While the anniversary has been designated the 175th anniversary, it is really of three-fold interest, as the year 1925 marks the 175th anniversary of the original settlement of the town site by John Fincher, the 150th anniversary of the coming of Martin Dreibelbis, whose son Jacob laid out the original town plot, and the centennial anniversary of the opening of the Schuylkill Canal to tide water.

To Floyd H. Minnig, Esq., owner and publisher of the "Schuylkill Haven Call," is due the honor of being the father of the movement that ended in the celebration of these anniversaries, and his valuable paper has been the official organ of the General Committee.

Mr. Minnig has culled from his files the following interesting record of the events that led up to the celebration. In the issue of the Call of Friday, February 4, 1921, there was published an article and data about the incorporation of the Borough of Schuylkill Haven, eighty years previous, and the editor remarked that the town could well observe its 150th anniversary in 1921. Based upon the data furnished him Mr. Minnig called a meeting of a dozen or more representative citizens for Wednesday evening, May 18, 1921, for the purpose of discussing anniversary plans.

After notice had been mailed, the editor was informed by G. I. Bensing, a local historian of great repute, that his information was incorrect and that instead of the town having been settled 150 years in 1921 it would only be 146 years. The meeting was then cancelled.

Hardly had this information been given to the Call, when J. H. Filbert, Esq., a member of the Schuylkill County Historical Society, informed the editor that instead of the first settlement of the town being 146 years ago, it was 171 years, and that in 1925 the 175th anniversary could be observed.

On Thursday evening, October 11, 1923, a meeting was called by Mr. Minnig to discuss plans to promote a Hallowe'en celebration. The men present were: H. D. Felix, B. Frank Reider, H. E. Oswald, E. B. Hill, Harry Schumacher, Harry Goas, Harry Loy, F. H. Minnig, Harold Bubeck, Jere Harner, Christ Schumacher and Elmer Steinbrunn.

Officers chosen were: President, F. H. Minnig, secretary, E. B. Hill; treasurer, Harry Schumacher. It was determined to hold a Hallowe'en parade Friday evening, November 2, and the committee was increased by the addition of fifteen members.

The Hallowe'en celebration was styled a "Barney Google Party." At a meeting held November 8, 1923, to complete the business of the celebration, which had been a great success, it was determined to continue the organization as a unit for civic betterment.

A meeting was called by the president for Monday evening, January 21, 1924, at Hotel Grand. Following a dinner a permanent organization, styled the Civic Club of Schuylkill Haven, was perfected, and among various projects for the town discussed was a 175th anniversary. A committee consisting of H. D. Felix, Harry Goas and H. E. Oswald was appointed by the president to investigate and procure or determine a correct date for the observance of the celebration. At the meeting of the Civic Club held Monday, March 24, this committee introduced J. Harry Filbert, Esq., of the Historical Society, who gave the Club the assurance that the historical data in his possession was authentic and that the year 1925 would be the proper year to celebrate the 175th anniversary of the settlement of the town. He stated that while Dr. Bensinger was correct in so far as the settlement of Martin Dreibelbis, whose son laid out the town, it would only be the 150th anniversary of his coming, and that by adopting that date it would eliminate the history of the first quarter century of the settlement, during which parts of five families had been massacred by the Indians, either within the present confines of the borough, or lands adjacent, part of which are now within the borough.

At a meeting of the Civic Club on May 19, Chairman Felix of the Celebration Committee reported funds were necessary for the preliminary work of his committee. A festival was arranged for and conducted by that committee on July 4, 1924.

On August 18, 1924, the president of the Civic Club appointed a special committee to proceed on plans for the 175th anniversary, as follows: H. D. Felix, H. A. Goas, H. E. Oswald, H. R. Heim, Harry Stauffer, Harry Schumacher and Thomas Lukens.

This committee from time to time as exigencies presented themselves appointed various committees, a list of which appears elsewhere.

In March of 1925 the writer was approached to accept the chairmanship of the Historical Committee. He agreed only upon consideration

that Dr. Bensinger and H. C. Wilson were associated with him on the committee. These two gentlemen had done a vast amount of research work in the region and he well knew that an adequate history could not be produced in the short time allotted without their active support. In the fore part of April a Historical Committee was appointed, consisting of J. H. Filbert, G. I. Bensinger, H. C. Wilson, Mrs. J. D. Berger, Foster Fahl, J. F. Starr and Alonzo Runkle.

The first duty required of this committee was to furnish historical matter for what was termed a "Booster Edition of The Call", to draw attention to the contemplated celebration, and especially the production of a home talent theatrical production called "The Haven Follies," which was being staged under the auspices of the Civic Club to raise money to help pay for the celebration. The chairman prepared a short history touching on the early settlement and the high points in the development of the town, and Mr. Bensinger furnished an intimate history of the development of the town, which had been published some years previous, both of which were published in The Call on May 8, 1925. The Executive Committee was at sea for a time as to whether it would publish a distinctive historical booklet or simply a program with short historical sketches interspersed here and there, and it was not until the first of June that the Historical Committee was notified that it expected to furnish historical matter for a 150-page pamphlet to be in the hands of the printer by July 15.

The Historical Committee went to work with a loyal will to try to produce in six weeks what they should have had six months or a year to do. Never in the history of things has a committee worked together more earnestly and loyally to accomplish an end. To Dr. Bensinger was assigned the task of preparing a revised detailed history of the development of the town. His labors have exceeded all expectation. His history is the culmination of many years of research, in which he interviewed all of the oldest residents of the community and searched every available record. It is a work that no one could duplicate. To Mr. Wilson was assigned the history of the Schuylkill Canal, a subject he was especially equipped to handle, and the result has been the production of a paper which is the last word on the canal. Both of these contributions are valuable additions to the history of the region.

To Mrs. J. D. Berger was assigned the period of the Civil War. Mrs. Berger did her work by proxy and furnished her father, Charles B. Palsgrove, as her substitute. This venerable gentleman deserves more than a passing notice.

The Honorable Charles Bowen Palsgrove was born in Schuylkill Haven, September 6, 1846. He is the son of Nathan Palsgrove and Anna M. Bowen, his wife. His mother belonged to one of the oldest families in this region, for one of the Bowens signed the Petition of 1750, praying for the erection of Berks County.

He enlisted, though only a boy, in one of the emergency calls toward the close of the Civil War. He was elected to the House of Representatives in 1879 and has been one of our most respected representative citizens for his long and useful life. He is one of the oldest native born citizens of the borough at the present time, and the paper he has submitted on the Civil War period fills a long-felt want.

To Mr. J. F. Starr was assigned the World War period. This was a large task; the town furnished so many recruits and they were scattered through so many different commands that it was almost impossible to obtain the records of them all. Mr. Starr did the best he could in the limited time allotted to him. Mr. H. A. Reber contributed the history of the veterans of the Spanish-American War, for which the committee is exceedingly grateful, as well as for a short history of our schools by Professor Bubeck, superintendent of our schools.

In addition to his short history of the town, published in *The Call* of May 8, 1925, the chairman contributed a short history of the Indians of the region and a summary of the depredations they committed in the lower part of our county. In the region between the Blue and Second Mountains in our County of Schuylkill, which was the frontier in the French and Indian War, and in which all these depredations occurred, have sprung up eight small towns, often referred to as the farming boroughs. Of these boroughs Schuylkill Haven, by reason of its location and the progressive spirit of its citizens, has outstripped the other seven until its population has almost reached the aggregate of all the others. This population has been largely drawn from the whole farming region, so that there is scarcely a family that suffered in the Indian forays, from West Penn on the east to Pinegrove on the west, that does not have its representative in this town. This sketch was especially prepared by request, to show to the rising generation the great trials and tribulations of their ancestors.

So short was the time allotted to the committee to do their work that many things have of necessity been omitted. There should have been an article on the Revolutionary period, for there were three companies recruited north of the Blue Mountains in Berks County during the Revo-

lution—one from Pine Grove, commanded by Michael Bretz; one from Brunswick, whose captain was Jacob Wetstein, a blacksmith who lived near McKeansburg and was one of the first persons to learn how to burn hard coal, and one right here, whose captain was Conrad Minnich, who owned the Seven Stars Hotel and is the ancestor of Floyd H. Minnig, Esq. Conrad Minnich was captain of the Second Company of the Third Battalion of Berks County Militia. His company officers were: First Lieutenant, John Graul; Second Lieutenant, John Stout; Ensign, Philip Bonig; Court Martial Men, Gideon Moyer and John Crawford. His battalion officers were: Colonel, Michael Lindermut, who as a boy had served under Captain Jacob Morgan in the garrison of Fort Lebanon, and had participated with that command in General Shirley's expedition that captured Fort Du Quesne and who is buried near Ringtown, this county; Lieutenant Colonel, George May and Major Karchner.

The roster of the privates has never been found, but as they were required by law to drill at stated intervals, and were fined if they did not report for drill, and a fine has been recorded against Martin Dreibelbis for this delinquency, we know that Martin was a member of this company.

It was so arranged that the whole company should not be called out at one time, for the draft took all males between the ages of 18 and 53, and so the drums rattled and the bugles blew four times in the fall of 1777, when this company was called out to assist General Washington in the Schuylkill Valley after the defeat at Germantown. Some of these very men were used to throw up the breastworks at Valley Forge. Always at least half of the command was left in the region to till the soil and harvest crops, for that was of the utmost importance. Every farmer was required to raise a certain amount of flax and keep a certain number of sheep for their wool, and while the men fought and farmed the brave grandmothers of the region heckled the flax and combed the wool and spun the thread and worked the looms that furnished Washington's ragged regiment with woolen and linsey-woolsey garments. Three times did the people of the surrounding country flock to Martin Dreibelbis' stone mill for protection. One was a false alarm when rumor said a body of troops coming down the Provincial Highway from Fort Augusta were Tories and Indians. Twice there was good reason—when the Indians did attack the settlers along the Little Schuylkill, and when they murdered John Neyman and two of his children and carried a daughter into captivity, on the site of Pottsville, the last Sunday of August, 1780.

It is "a long cry" from the log cabin of John Fincher to the Schuylkill

Haven of today, and a list of all the families that were prominent here would cover pages. References to many of them may be found here and there through these pages. Many men connected with the town, either as life long residents or as "birds of passage," have attained eminence either here or abroad. Jacob Dreibelbis, who laid out the town, not only served in the Legislature, but was Prothonotary and Clerk of the Courts, Register, and Recorder of the county. William Audenreid, born in 1793, was brought by his father to Schuylkill Haven when a mere child and when Pottsville was still known as "Pine Swamp." He became a Senator of Pennsylvania and introduced the original "Free School Bill" in the Senate in 1827. William M. Randall served for six years in the Senate; and Luther R. Keefer, whose youth was spent here and who for most of his life was connected with all the town's activities, served 24 years in the Senate. Samuel A. Losch, who lived his long life here, was secretary of the Territory of New Mexico, a member of the House of Representatives of this state, and died Senator from this district. P. R. Palm, F. W. Snyder, C. B. Palsgrove, E. W. Thomas, Wallace Guss, Earl Witman, Roy Brownmiller, John Robert Jones and J. A. Noecker are among its citizens who served in the Legislature. Professor George W. Weiss was County Superintendent of School for a score of years; Elhannon Frehafer was Clerk of the Courts; William B. Rudy and Dr. Daniel Dechert were County Treasurers; Samuel Buehler was Jury Commissioner; Obediah Saylor and Dr. George H. Moore, were Coroners; Roy Brownmiller was Commissioner of the county; John Frehafer and George Kaufman were Poor Directors; the Honorable C. E. Berger became a Judge of the First Judicial District, while our co-worker on this committee, H. C. Wilson, has served the courts for nearly a quarter of a century as assistant and later Chief Official Court Reporter.

The Rev. J. A. Singmaster, D. D., LL. D., whose first call was here, has been the president of the Lutheran Theological Seminary at Gettysburg forty years. His daughter, Elsie Singmaster, one of the most charming short story writers in America, first saw the light of day in St. Matthew's Church parsonage. Frank Saylor became one of the most eminent civil engineers in the nation. The National Biscuit Company grew out of a plant started by Albert J. Medlar. Thomas C. Zulich, once superintendent of the Schuylkill Canal under the Reading management, became later one of the receivers of the Reading Railroad and helped manage it during bankruptcy proceedings. Oscar W. Stager became the manager and superintendent of the Philadelphia, Reading and Pottsville Telegraph Company, and later was made superintendent of transportation

of the Philadelphia and Reading Railroad. His brother, Henry J. Stager, became national president and ex-commander general of the Patriotic Sons of America and started the movement that culminated in making Washington's Headquarters at Valley Forge a national park. Edward F. Shanbacher, who went to school here with the writer, became the president of the Fourth Street National Bank in Philadelphia, one of the strongest banks in the state, whose resources are over sixty millions of dollars, at so early an age that he was often referred to as the "boy banker." Thus our virile men and charming womanhood have carried our name far afield.

We should have liked to dwell a little on the romance and tradition of the region; to have told the story of Paul Heim, Indian fighter, necromancer and romancer; of Solomon Trace, whose descendents call themselves Dress and whose land formed the western boundary of the Fincher tract and is still known as Dress Hill, though a local historian has located it in Panther Valley.

There has been neither time nor place to mention local events or activities during the World War; our great rejoicing when our volunteers numbered 150, and the great parade that was organized in their honor, for we thought that number would fill our quota of troops, and our amazement when our enrollment reached almost 400; nor of the wonderful activities of our Red Cross Chapter. The ladies of this organization enrolled 2400 members, one of the largest enrollments in the State in proportion to population. They worked day and night knitting sweaters, pulse-warmers and socks, and furnished every soldier from the town, or who passed through our Draft Board, with a full equipment of home-knitted apparel. They organized and conducted an emergency hospital during the epidemic of the Spanish Influenza, during which, strange as it may seem, we lost more young men of draft age than we lost in service. There were more than a million and a half dollars worth of government war securities subscribed for and lifted, and every demand for contributions to the various war charities was cheerfully met.

The committee desires to thank the Schuylkill County Historical Society, and especially its president, Captain Baird Halberstadt, Miss Edith Patterson of the Pottsville Public Library, and all others who have aided them in the completion of their task.

There are four papers published in the publications of the Historical Society of Schuylkill County, prepared by the late Isaac Paxson, that deal very intimately with Schuylkill Haven, as follows: "Recollections of My Early Farm Life in Schuylkill County," Volume II, No. 1; "Reminiscences

of Fifty Years at the Schuylkill Haven Car Shops," Volume II, No. 4; "Reminiscences of Schuylkill Haven in the Civil War," Volume II, No. 5; and "Reminiscences of Schuylkill Haven," Volume IV, No. 1; and one by William H. Newell, a former resident of the town, entitled "An Old Town of Schuylkill County," Volume I, No. 4, which we would have liked to republish, the society having given us permission so to do, but we have exceeded our space with new matter and would recommend our readers that are interested to peruse these valuable papers.

Recognizing its numerous shortcomings, the committee reports this as the best they could do in the short time allotted to them and hopes it may be of interest to the reader.

NOTE:—The Chairman of the Historical Committee, in preparing the foregoing introduction, fails, through modesty, to give himself due credit for his part in the preparations of the anniversary celebration. An occasion such as this must, of course, be founded on strict accuracy as to historical facts, and there is no person in this section of the state who is better qualified to speak with authority on the early history of this section than J. H. Filbert, Esq. His papers and addresses on the Indian tribes and massacres, pioneer life, and the development of our town and county have long been regarded as masterpieces. His prestige and leadership has permeated all phases of this anniversary movement. Therefore, the Executive Committee and his fellow members of the Historical Committee feel that this note of appreciation should be added to the foregoing Introduction, in due honor to one of the leading historians of Eastern Pennsylvania.

History of Schuylkill Haven

By J. HARRY FILBERT, Esq.

SCHUYLKILL HAVEN was one of the earliest settlements made within the confines of Schuylkill County. The lands north of the Blue Mountains were not purchased from the Indians until the fall of 1749, but prior to the purchase of the Indian title, adventurous settlers had located in the valley. It is claimed that Michael Deibert settled as early as 1744 on the old Filbert and Peale farms, about a mile and a half east of the town, and that George Orwig and his wife Gloria had settled along Sculp (Scalp) Hill in 1747. It is hardly likely that the site of Schuylkill Haven, being so beautifully situated, escaped an earlier settlement than any so far recorded. But most of the earliest settlers were raw immigrants, without knowledge of the laws. They mostly "squatted" on the land without taking out patents for it and were either chased away by the Indians, during the French and Indian War or were later dispossessed of their lands by those who had purchased the lawful title to them.

THE FIRST SETTLERS

The earliest settler, of whom we know, was John Fincher, a Chester County Quaker, who had emigrated to Exeter Township, Philadelphia (now Berks) County, about 1740. On March 5th, 1750, a warrant was granted to him, and later a survey was made, of 225 acres of land, facing upon the Schuylkill River, taking in the curve of the river, now the West Ward of the borough and part of the South Ward. Fincher's land was in the County of Lancaster and the East bank of the river was in Philadelphia County, as the River Schuylkill was the dividing line between those counties and the County of Berks was not erected until 1752.

He built a house and barn at a point a little west of the center of the Reading Railway's yard about opposite Broadway, upon an old road that crossed the river about eight perches below the mouth of the Alms House Run; this ford was known as "Fincher's Ford." He was an actual resident here when Berks County was established, as the first assessment of that county gives him a resident taxable of the region. These buildings were burned by a party of marauding Indians, November 3, 1756. Fincher and his family escaped. Captain Jacob Morgan, who commanded Fort Lebanon, midway between Auburn and Pine Dale, sent a detachment of troops after the Indians and they followed them to the home of Phillip

Culmore, about a mile from the Fort, where they found Culmore's wife and daughter and son-in-law, Martin Fell, killed and scalped; and Fell's wife and child about one year old and a boy about seven years old, missing.

FINCHERS CRUELLY MURDERED

Fincher rebuilt his buildings at, or near, the original location, and in the early part of September (about the 10th) 1763, in the afternoon, eight well armed Indians approached the house and John Fincher, his wife, two sons and daughter Rachael, immediately went to the door and asked them to enter and eat; expressing the hope that they came as friends and entreated them to spare their lives. The Indians were deaf to the entreaties of Fincher, both parents and the two sons were deliberately murdered, their bodies were found on the spot, and the daughter was carried into captivity and dragged across the whole province of Pennsylvania into the "Ohio Country" to be returned later to Colonel Bouquet, after his defeat of the Indians at Kittanning.

A young lad who lived with Fincher made his escape and notified Ensign Schaeffer (who with six men was quartered about three-quarters of a mile away) who followed the Indians to the house of Nicholas Miller, where he found four children murdered.

FINCHER'S SON INHERITS LAND

His son, John Fincher, Jr., was on a visit to relatives in Chester County and escaped the massacre. He took out letters of Administration on his father's estate, October 1, 1763. These were the first letters granted in Berks County north of the Blue Mountains. Later his father's land was awarded to him by the Orphans' Court. He, by deed dated the 16th day of November, 1770, conveyed it to Peter Conrad, whose saw-mill just west of the site of Landingville, was burned by the Indians in March, 1756, who by deed dated the 20th day of November, 1775, conveyed it to George Merkel, who by deed dated the first day of October, 1778, conveyed it to his son-in-law, Martin Dreibelbiss.

Fincher had never patented his land, and it is supposed the original warrant and survey were burned with his house in 1756. Dreibelbiss had it resurveyed December 7, 1781, and a patent was issued to him December 3, 1784, on the original Fincher warrant of March 5th, 1750.

Tradition says the murdered Finchers were buried near thier home which stood, until torn down to make room for the Reading Railway's right of way, near where the old round house of the railroad stood.

The late Major John Fincher Finney, owner and editor of the Pottsville Journal in the later 1890's, and the late Joel McDonnell, Esq., of

Palo Alto, were lineal descendants of John Fincher, and the tradition of the massacre still lives in their families.

MORE SETTLERS KILLED BY INDIANS

Valentine Baumgartner was a settler in the Eastern part of the town, prior to 1753; his house might have been as far west as the middle of the North Ward or as far east as the Alms House farm. All we know of him is that he came here from Tulpehocken Township, Lancaster, later Berks County; that on March 22, 1756, his plantation was attacked by the Indians and his wife and one son were killed, and another son was wounded, and that Jacob Lightfoot, the surveyor, when making the survey of a route for a road to Fort Augusta at Shamokin, now Sunbury, spent the night of March 22, 1759, in his deserted dwelling. He never seems to have patented his land and there is no record that he ever came back. His name appears on the assessment of Brunswick Township, Berks County, for the year 1753.

BALTZER NEYFONG, AN EARLY SETTLER

Part of the North Ward of the borough was laid out on lands originally of Baltzer Neyfong, who appears on the assessment of 1753. On March 6, 1756, his plantation was attacked by the Indians and his wife and one son were killed. He remarried and came back after the Indian troubles and died in 1778, leaving a large family, his wife and son-in-law. William Koch, were his executors and sold the farm to an Eiler. His house was supposed to have stood just above Willow Lake. The Honorable Richard H. Koch, a Judge of our Court, and John T. Deibert, Esq., of town, are lineal descendants of his. The same day the Neyfong massacre was reported the murder of Jacob Clouser and wife was reported north of the Blue Mountains. I cannot say that it was in this immediate vicinity, though it probably was.

GODFREY BOYER MURDERED

There is a tradition that the original settler of the Godfrey Boyer tract, now part of the East Ward of the borough, was murdered by the Indians. The late Elijah Emerich told me that his great-grand-father saw the body quartered and lying on a stump. It occurred in a house that stood just across the street from the present farm house on the tract.

DECHERT GIRL MURDERED BY INDIANS

Tradition says that a girl by the name of Elizabeth Dechert was murdered by Indians in a spring house along the Long Run in the extreme

Western part of the town. The late Samuel Bittle told me that his grandfather removed the building and used the stones for his barn, at which time some of the stones comprising the floor of the spring house still retained traces of the poor girl's blood. Sauer's paper, published at Germantown, records the fact that a girl was murdered in a spring house in Berks County, across the Blue Mountains, in 1757. This probably refers to this murder. In 1781, one of the owners of the southern adjoiners of the Fincher tract was Daniel Dechard, who was probably her father or brother.

ODD NAMES OF TOWN

The major portion of the land lying east of the river, was patented by the Reverend Richard Peters. He conveyed to Peter Conrad February 4, 1771, a tract of 187 acres made up of a tract of 149 acres, which he had just patented, February 1, 1771, as "Petersburg" and part of a large tract of 655 acres, which following the sinuous windings of the river, he had patented November 9, 1763, on a warrant granted to George Boone, an Uncle of Daniel Boone of Kentucky fame, on March 4, 1750, under the name of "Circumbendobus." November 20, 1775, George Merkel acquired the interest of Peter Conrad in this tract together with a "water corn or grist mill and saw mill" and sent his son-in-law, Martin Dreibelbiss, to take charge of the place.

MARTIN DREIBELBISS SETTLES

Martin Dreibelbiss (October 5, 1751-September 10, 1799) is often spoken of as the first settler of the town and his daughter Rebecca, born in 1775, as the first child born here; of course from the premises this is not correct. Both he and his wife, Catherine Merkel, were natives of Mosalem, Berks County. He purchased the above tract from his father-in-law April 13, 1777.

He built a stone mill a little west of the southwest corner of Main and Canal Streets and occupied rooms in it until he completed his first house, a large log building that stood a little west of the mill on the opposite side of Main Street. The mill was used several times during the Revolutionary War as a refuge from Indian attack. He later acquired the tract known as East Schuylkill Haven, or Spring Garden and numerous other properties nearby.

SERVED IN REVOLUTIONARY WAR

He was a soldier in the Revolutionary War, being a member of the Second Company of the Third Battalion of Berks County Militia, commanded by Captain Conrad Minnich, who owned and kept the "Seven

"Seven Stars" Hotel, midway between Schuylkill Haven and Pottsville, during the Revolution, and whose company was mustered into actual service in August of 1777. He later bought the Seven Stars from Conrad Minnich.

He also owned a hotel at the bridge in the South Ward, which was run by George Dengler, when the town was plotted, who afterwards built the "White Horse Hotel" in Pottsville, where the Hotel Allan now stands.

POWER FROM RIVER

He built and conducted three or four sawmills, two grist mills, a distillery, conducted a general store, a blacksmith shop and built numerous houses for his workmen, of whom he employed many. In 1796, he secured from the abutting owners the right to dam the west branch of the Schuylkill River for power purposes.



FIRST HOUSE—ERECTED IN 1780

HIGHWAY TO SHAMOKIN

In 1770 the great Provincial Highway had been opened up to Fort Augusta at Shamokin, now Sunbury. It started just a few rods east of the borough line and followed the old Indian Shamokin Trail; later the Center Turnpike Company (1805-1809) followed the same course through the borough which is now Center Avenue.

DIED IN 1799

In 1799 Dreibelbiss constructed a large frame house which stood on the north side of the road at the extreme northern end of the town (demolished 1922) but had scarcely occupied it when he died. He is buried in what is known as the "Old White Church" burial ground, a part of a plot that he donated to the public for church, school and burial purposes, which

was used as a burial ground as early as 1794, and on which there was erected a log school house prior to 1806 in which the first religious services were held, before the erection of the White Church in 1825 or 1826.

Martin Dreibelbiss was the second son of John Jacob Dreibelbiss, who came to America from Hannesthal, Switzerland, crossing the ocean on the ship "Mary" from London, and landed at Philadelphia October 26, 1732. The name appears in the records as: Dribelbis, Dreibelbiss, Treibelbis and Tibelbis. A younger sister, named Philabena, accompanied him to the site of Schuylkill Haven and married a William Koch.

Martin was born in "Mosselem," Richmond Township, October 5, 1751. and died at Schuylkill Haven, September 10, 1799. He left to survive him eight children, most of them under age: Jacob, married, Margaret Mush, George married, Mary Magdalena Weber, Daniel married Christina Leise, Mary married John Reed, Elizabeth married John Hughs, Catherine married Michael Moser, Rebecca, never married and Christina married Benjamin Pott, a son of John Pott, the founder of Pottsville.

He died seven years before there was a Pott at the site of Pottsville; his grandson, Jeremiah Reed, was the first male child, and his grand daughter, Hanna Pott, was the first girl born at Pottsville.

DREIBELBISS A MILLIONAIRE

Martin Drebelbiss was a man of indomitable energy and remarkable foresight and acumen, and his early demise, he was not quite 48 years old, was a calamity to the region. In his short life he had accumulated what was for that time a colossal fortune and was doubtless the richest man north of the Blue Mountains. The descendents of Benjamin Pott have preserved the tradition that Christina Dreibelbiss brought with her a dowry of \$60,000.

Good citizenship had its drawbacks in those days, for up to 1789, Martin Dreibelbiss and his contemporaries had to go to Reading to cast their ballot. In that year a poll was established at Hamburg for this region. The year before he died, 1798, the public house of John Hammer, in Orwigsburg, was made the polling place for Brunswick and Manheim Townships.

His will left the original plot of the town to his son Jacob. Daniel received the new house and the part afterwards known as "East Schuylkill Haven," and George received the "Seven Stars" tract. They were all minors. Had he been living at the time Schuylkill County was formed his wealth and influence would doubtless have made Schuylkill Haven the county seat.

THE ORIGINAL PLOT AND THE NAME

Jacob Dreibelbiss layed out the original plot of the town in 1811. We have seen how the original patentee had named this land "Petersburg," while Dreibelbiss, when he patented the Fincher tract had named it "Martinsburg," thus signifying that both owners had recognized the location as a potential town site.

CAME NEAR BEING COUNTY SEAT

The reason for laying out the town at this time was for a two-fold purpose. First, the County of Schuylkill was being erected and this point was centrally located in the new county, in fact tradition says that Schuylkill Haven and Orwigsburg, plotted in 1795, and McKeansburg, plotted in 1803, were contestants for the county seat; the Commission appointed by the Governor had agreed on Schuylkill Haven, being impressed with its great water power facilities, whereupon Peter Fraley, who was a member of the Assembly and lived at Orwigsburg, procured a rehearing; the people of Orwigsburg dammed up the East Mohanon stream and opened the flood-gates when the Commission reviewed the site, which so impressed the Commission that they reconsidered their action and made Orwigsburg the county seat.

NO COAL IN SCHUYLKILL COUNTY?

The second reason was that the Schuylkill Canal was being agitated and was coming. From time to time the assembly had declared parts of the Schuylkill River a navigable stream, the Act of March 15, 1784, had made it a navigable stream from the Tamaqua Creek (the Little Schuylkill.) to the coal mines at Basler's saw mill (on the site of Pottsville) and had appointed commissioners to open navigation. One these commissioners was Abraham Lincoln, the great-uncle of the martyred president. Preliminary surveys had been made and an application made to the Legislature at the session of 1812 for a Charter, which was defeated by Peter Fraley, then Senator from the county, making the declaration that "it was only a scheme to get people's money, that there was not an ounce of coal in Schuylkill County, there was a lot of black intractable rock that some fools called coal, but no man could burn."

RIVER NAME OF DUTCH ORIGIN

The name of the River is of Dutch origin. Cornelius Hendrickson who had sailed up the Delaware River in 1616, had passed the mouth of the river without detecting it, so overgrown was it with birch and sycamores.

On discovering it on his return he called it "Schulen Kill," or Hidden Creek, from which we derive Schuylkill. The Indians had called that part of the river north of the Blue Mountains "Ganshohanne" or roaring waters. Situated as it was in a beautiful broad valley, at the junction of the east and west branches of the river, it was a natural port for the projected canal and Jacob Dreibelbiss named his town Schuylkill Haven.

ORIGINAL PLOT OF TOWN LOST

The original plot of the town is lost, but there is a copy of it in existence, showing the original plot with the canal superimposed upon it.

MARKET STREET PRINCIPAL STREET

This plot shows the part of the old town included between Main, then called Front Street, St. Peter, then called Jacob Street, Liberty Street and the river. It was remarkably well laid out; the lots were 60 feet front and averaged 200 feet deep; provisions were made for a market square and a public square for town buildings. The principal residential district was to be Market Street which was laid out 120 feet wide, a never failing spring of water on the lower part of this street was to furnish the water for the town pump, so necessary in all our earlier towns.

SHERIFF MAKES EARLY VISIT

Lots sold very slowly, and in 1818, Mr. Dreibelbiss got into business difficulties, and all his unsold lots were disposed of by the sheriff. Jacob Dreibelbiss continued to be one of the representative citizens of the County. He was a member of the Legislature of 1815, (the one that finally chartered the Schuylkill Canal) later Prothonotary of the Courts, and County Auditor.

Additions were added to the town from time to time, notably Rhode's addition in 1829 and Kugler's in 1832, until it reached its present extent.

1925 CENTENNIAL OF OPENING OF CANAL

Construction of the canal was started at Mt. Carbon in 1816, but it went very slow. It was a stupendous undertaking for those times. By 1821 it was completed to about a half-mile above Hamburg, and boats started conveying coal and produce through the town to this point. Boats could not run to Philadelphia before 1825, so that this year is also the Centennial of the opening of traffic on the Schuylkill Canal. The earliest boats were small affairs and were drawn by men, as the tow path for the use of horses and mules was not constructed until 1826.

The course of the canal through the town is still plainly marked. It

entered the North Ward above "Bausam's Lock" and connected with the river near Broadway, thence it followed the bed of the river to "Betz's Lock" at St. John Street, then through an excavated channel it went to Canal Street, down the center of which it extended to the end of the town.

The canal brought some disadvantages in its wake. They demolished the old mill of Martin Dreibelbiss and erected upon its location a large Weigh Lock in 1831 on which they could run the boats, draw off the water and weigh boat and load together.

SHAD AND HERRING IN RIVER

Previous to the erection of the canal dams, shad and herring used to run up the river above the town, and the writer has had related to him how sturgeon of over 150 pounds in weight had been captured in the region before the coming of the canal. In those days there were great quantities of mussels in the river. These were salted away in barrels, and I have been told by old people that they made much better soup than clams. The canal also did away with the rafting of lumber down the river and the shipping by flat bottom scows in the spring of the year, when water was plenty.

MANY BOATS BUILT HERE

From the erection of the canal until its abandonment in 1887, boating, boat-building and various industries connected with the canal were the town's principal industries. But its growth was slow, a correspondent in the Miner's Journal in June, 1830, said: "Schuylkill Haven is the name of a town that has been laid out, but a view of the plot is scarcely interrupted by a single house."

MINE HILL COMPLETED IN 1831

In July of 1831, the Mine Hill and Schuylkill Haven Railroad was completed under the supervision of Dr. Kugler. This was one of the oldest railroads in the United States. The first railroad in the United States was a mile long, built by Mr. Thomas Leiper, in Delaware County, Pa., in 1809. The second was at Quincy, Mass., in 1826. This was the third road to be completed in Schuylkill County. It was fifteen miles long with laterals of five miles. At a later period it was extended to Tremont and Tower City and even to Ashland. Years after it was constructed locomotives were used on it. But originally it was built for horse drawn cars and had wooden rails faced with strap-iron. One horse could draw as much of a load on it as 15 or 20 horses could on the road. It was regarded as a won-

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derful feat of engineering skill, as a horse could draw as many loaded cars down it as it could empty ones back.

17,000 TONS OF COAL SHIPPED

By the close of the year more than 17,000 tons of coal had been shipped from the Schuylkill Haven wharves and the future of the town was assured.

BOROUGH IS INCORPORATED

The borough was incorporated by the Act of Assembly of May 23, 1840. Daniel Saylor was its first burgess and John Rudy, Mark Mellon, James M. Saylor, Michael Frehaefer and George Rickert were its first councilmen.

POPULATION OF 988

When incorporated it had a population of 988; in 1856, 1640. It increased by slow stages until in 1870 it numbered 2940, in 1880, 3,052. The suspension of navigation hit the town hard and in 1890 it had only increased by 36. Then the inhabitants started to build factories and in 1900, it grew to a population of 3,654; in 1910 to 4,747, and though the large Reading Shops were removed to St. Clair during the last decade it nevertheless had an increase of 15 per cent to 5,437 in 1920.

ROOM FOR A MILLION PEOPLE

Schuylkill Haven is not booming. A boom often means a mushroom growth that springs up in an hour and dies in a day. It is a slow, healthy, growing town. It has available building sites that would double its population. It can expand four miles in one direction through a wonderful valley to the old county seat, and in the other direction through an equally picturesque valley 14 miles to Pine Grove. There are building sites available, if ever needed, for a million people.

EARLY AND PRESENT TRANSPORTATION HERE

Situate as it is, just at the southern entrance to the only pass through the Second and Sharp Mountains for twenty miles in either direction, Schuylkill Haven has had remarkable transportation facilities from colonial times. At first the only communication with the outside world was by way of the river. Lumber was rafted down it to Philadelphia and wood ashes was floated down in flat-bottomed scows to the potash and soda mills.

The earliest road was what is known as the old "Windsor Road." It came through the gap of the Blue Mountains and forded the Little Schuyl-

kill River just above the site of Port Clinton, crossed the hill to Fort Lebanon and thence extended through Pine Dale, by the Red Church, through Orwigsburg to a point where the State Road that connects Main Street, Schuylkill Haven with the Turnpike, connects with that road. From thence it curved westward and crossed the river at Fincher's Ford, and went on out the Long Run valley, but extended no farther northward. This was then the very outskirts of civilization.

In 1759 the Provincial authorities secured the consent of the Delaware Indians to construct a road to Fort Augusta, and a preliminary survey was made by Benjamin Lightfoot. There are several very interesting papers in the First Volume of the Publications of the Schuylkill County Historical Society on these old roads, by the late Dr. J. J. John, of Shamokin, Pa., who must be regarded as the Historian of the Road of 1770 and the Centre Turnpike.

The good Doctor however made one unfortunate error, that of confusing Yarnal's mill with Huges' mill and placing both upon the Alms House Farm, here at Schuylkill Haven. We know, beyond peradventure of a doubt, that Francis Yarnal, married to Mary Lincoln, a great aunt of our martyred president, Abraham Lincoln, built the first mill on the present site of the mill in the western part of Orwigsburg, about 1750. Ellis Hughes, who was married to their daughter, Hanna, who was therefore a first cousin of President Lincoln's father, lived at or on the site of the Seven Stars Hotel and had a saw mill about a hundred perches south of it on the Schuylkill River. He sold his holdings to Conrad Minnich in 1772.

Lightfoot commenced his survey March 23, 1759, "at a road already laid out from John Fincher's Ford on Schuylkill to Francis Yarnal's mill 343 p. easterly from said Ford." He followed the Shamokin Indian trail up the west branch of the river, just beyond where the Connor's station of the Reading Railway (named in honor of John Connor who was the watchman there 50 years ago), he notes the home of T. Connor. John Fincher was one of his pioneers, and when they had reached a point a little beyond West Wood, he records in his diary: "March 30, sent Philip Martzloof, John Fincher and Isaac Willits over the mountains to Nicholas Long's for bread."

Nicholas Long was given as a resident taxpayer of Pine Grove Township in the 1753 assessment of that township and was appointed tax collector for that year. His house stood a little west of Cressona.

The same day the Fincher buildings were burned, November 3, 1756, Lieutenant Humphries, who commanded Fort Northkill was scouting after some Indians who had stolen a boy, and came upon a body of In-

dians who had attacked the house of Nicholas Long and set it on fire, with ten women imprisoned in the cellar. They had killed two of its defenders, an old man named Zumacher and Bernard Motz. The Lieutenant drove the Indians away and rescued the women with the loss of one man wounded.

The very day the Indians murdered the Fincher family, September 10, 1763, five Indians entered the house of Philip Martzloof, at the base of the Blue Mountains, murdered and scalped his wife, two sons and two daughters, burned the house and barn, the stacks of hay and grain and destroyed everything of value. Martzloof was away from home and one daughter escaped by running into a thicket. The father and daughter were left to abject misery.



AN EARLY STREET SCENE

It seems that while the Indians had given their consent to the survey they were secretly adverse to it, and took the occasion of Pontiac's War to wreak their vengeance on Fincher and Martzloof, whom they knew well, so that both families were martyrs to their country's cause, for a service the parent had rendered to the Province. This road was never opened.

THE ROAD OF 1770

In 1770 an act was passed to build a road from Ellis Hughes' saw mill, on the navigable Schuylkill to Fort Augusta. Instead of starting it at Hughes' mill they plotted it from a point just east of the town and opened it up the valley of the main branch of the Schuylkill. It was only an apol-

ogy for a road, and at parts of the year was only used for horse back travel. But it gave an added impetus to industry.

THE CENTER TURNPIKE

The Center Turnpike was begun in 1805 and while not finished until 1812 it was opened for travel in 1808, in October of which year a line of stage coaches was instituted between Reading and Sunbury, as the old Indian Shamokin was then called, running once a week in each direction along what is now Center Avenue of the borough, which started its history as an Indian trail.

“The forest path became a lane,
That bent and turned and turned again;
This crooked lane became a road,
Where many a poor horse with his load
Toiled on beneath the burning sun,
And traveled some three miles in one.

“The years passed on in swiftness fleet
The road became a village street,
And this, before men were aware,
A city’s crowded thoroughfare.
And soon the central street was this,
Of a renowned metropolis.”

How applicable is this quotation to the old Centre Turnpike. Starting with Center Avenue from Reading along its whole course to Center Street, Pottsville, it is practically a main street of every town and hamlet it passes through.

The opening of the coal fields gave added impetus to travel and by 1830 there were daily lines of stages passing through the town to and from Lebanon and Harrisburg in one direction and to Reading, Philadelphia, and far away New York in the other direction.

THE READING RAILROAD

We have already mentioned the canal of 1825. The Philadelphia and Reading Railroad was opened for traffic through the town in 1842, and while it gradually absorbed the trade of the canal, and finally the canal itself, thus depriving it of its main source of industry, it brought some compensation in return, for many of its inhabitants took to railroading as an occupation, and about the time the railroad was opened, it established a car shop for repairing its rolling stock. This shop had originally

but one employee, John Worts, but a few years ago, when the main shop was removed to St. Clair, it employed about 550 men. There are still about 300 men employed in the Schuylkill Haven Shop of the Reading Railroad.

The railroad brought added transportation and travel facilities, and Schuylkill Haven has always been considered one of the important stations on the Reading. Every passenger train that has ever been scheduled on the road with the single exception of the "Cannon Ball Express," during the Centennial Celebration of 1876, has stopped at the town.

PENNSYLVANIA AND LEHIGH VALLEY RAILROADS

In 1885 the Pennsylvania Railroad came and a little later the Lehigh Valley, so that there are few towns of its size in the state with better railroad facilities.

On May 18, 1847, a telegraph office was established in the town, with Henry Voute as operator. This was within three years of the first telegraph office established in America.

It has two lines of telephone, connecting it with the outside world. It has a second class Post Office with a free city delivery, the receipts of the office averaging above \$21,000.

SCHUYLKILL HAVEN A TOWN OF INDUSTRY

We have spoken of its earlier industries. Martin Dreibelbiss is supposed to have made his great fortune largely in the lumber and milling business. In canal days there were four or five boat yards, where boats were built and repaired. The Mine Hill Landing, where the coal was loaded into boats, in the North Ward, employed many men, who when boating ceased sought employment in the Reading Shops.

One of the oldest industries in the town is the plant of the National Steel Rolling Mill. This was built in 1869 by the Schuylkill Haven Direct Iron Company, in an unsuccessful venture to make iron direct from the ore. It was later changed to a chain factory and rolling mill. The chain factory has long been abandoned. The recent management specialized in concrete reinforcement bars for some time.

Schuylkill Haven is situated in the midst of one of the finest agricultural districts of the county and draws much of its labor for its numerous industries from the surrounding country. The town has 11 underwear factories, some of which manufacture silk garments; 4 bleach and dye works, 5 shoe factories, 2 paper box factories and a packing case factory, 3 planing mills, a stocking factory, a casket factory, two ice cream plants, a brick plant. Besides the Reading car shops, the Reading Coal and Iron

Company has a Storage Yard just below the town, large enough to store a million tons of coal. It has the largest bakery outside of the new Pottsville Baking Company, between Reading and Shamokin, and a firm that sells more candy than any other two wholesalers in the county.

THINGS THAT TEND TO CIVIC BETTERMENT

It has three banks that with a combined capital of \$300,000 have in a few years, (the oldest is only 25 years old and the youngest a year and a half) accumulated a surplus of over \$500,000, have deposits of over \$4,000,000 and total resources of approximately \$5,000,000. It has two Saving Funds doing a large and successful business. It is the only town in the county to own its own Electric Light, Gas and Water plant. It is the best lighted town in the region; has the finest Town Hall in the county and one of the finest school buildings, containing an auditorium that will seat 800; has ten churches; four school buildings and three volunteer fire companies, equipped with all modern apparatus, and so efficient that in 30 years there has not been a fire that was not confined to the building that it started in. Every main street is paved from the borough limits, right through the town.

It is a town of homes; three-fourths of the inhabitants own their own homes. It has a very ably conducted weekly newspaper. The manufacturers have been very liberal with their employees, none have made great fortunes and there has never been a strike in the history of its mills. There are no extremely rich, nor no extremely poor in the town. Anyone who is willing to work can get work. The people are socially inclined and taking all in all, it is a very agreeable place to dwell in; surrounded as it is, with some of the finest roads and most picturesque scenery in the state.

PATRIOTISM EVER TO THE FORE

The people of Schuylkill Haven and vicinity have always been intensely patriotic. I have related how it was practically a battle-ground in the French and Indian War, how John Fincher lost his life for service done the Province, how Martin Dreibelbiss was a soldier of the Revolutionary War and how his mill was used as a refuge from Indian attack in the Revolution.

It also had its citizens who fought in the War of 1812, and in the Mexican War. In the Civil War they did their bit unflinchingly. Within five days of President Lincoln's call for 75,000 men, the Scott Artillery, of Schuylkill Haven, 76 in number, were on their way to the front, and in less than a week's time \$1473.50 had been collected towards the support of the families they had left behind. I do not know whether there is a full

list in existence of the number of men they contributed to the war; if there were, it would be a large and creditable one.

It was well represented in the Spanish American War, though greater in quality than in quantity of the citizens supplied.

342 IN WORLD WAR

In the late German War it contributed 342 men to the Nation's defense, more than two-thirds of whom were volunteers. In all the Bond and "War Charity" drives, the Committee in charge of the County required Schuylkill Haven to subscribe for more bonds and raise more money than the two sister boroughs of Minersville and St. Clair put together, though their combined population was more than three times as great, and the town always went over the top.

FIRST TOWN IN STATE OVER THE TOP

Without any real wealthy people in the town, it subscribed for and lifted more than one and a half million dollars worth of Liberty Bonds, and was the first town in Pennsylvania to go over the top in the Red Cross drive, though its population was estimated by the Committee to be 7500 instead of 5000.

It was the first town in Schuylkill County to provide a permanent home for its American Legion, and having accomplished this for the living, the noble and patriotic ladies of the town have erected, in the public park, a suitable memorial to the memory of those who died in the war.

THE COUNTIES AND TOWNSHIPS SCHUYLKILL HAVEN HAS BEEN IDENTIFIED WITH

Schuylkill Haven was one of the earliest settlements made within the confines of Schuylkill County. The town is beautifully situated at an altitude of 526 feet, on both sides of the Schuylkill River, just below its juncture with the West Branch, 89 miles North of Philadelphia and four miles south of Pottsville, the County seat of Schuylkill County. At some prehistoric time the river made an ineffectual attempt to break through the Summer Mountain, locally named the Schuylkill Mountain, a foot-hill of the Second Mountain, at this point, and the encircling hills surround it like an amphitheater. Several small streams flow through the town from the East and fall into the Schuylkill River, the largest of which is known as the Almshouse Run. The Long Run rises about four miles west of the borough and falls into the Schuylkill in the South Ward. This name has been ascribed to the stream from the earliest occupancy of the white man

for it is referred to by that name by Jacob Morgan, Captain commanding at Fort Lebanon, in his Journal of July, 1757.

The portion of the town east of the river was originally a part of Philadelphia County, and that west of the river of Chester County, as laid out by William Penn in 1683. The lands west of the river became a part of Lancaster County upon its erection in 1729. There was no settlement made of the town site while it was a part of Chester County. The first settlements were made when it was a part of Philadelphia and Lancaster Counties. In 1752 the whole site of the town became a part of Berks County and in 1811 it became a part of Schuylkill County.

The region was called by the Indians Lenape Bickbe.

The first name ascribed to the region east of the river, by the early German settlers was "Allemengel," signifying the Great Common, that is the region not organized into townships, a "mengel" being a common of real estate in the South German dialect which was the parent of our "Pennsylvania Dutch;" mengsel, its diminutive, still signifies common ownership in personal property or "hotch-potch." Captain Jacob Morgan recognized this meaning of the term and always referred to it as the "Allemingle."

The first name given to the region west of the river was "Anton's Wilderness," so named by Bishop Augustus Spangenberg in honor of his co-worker Anthony Seyfret. In the Lewis Evans' map of 1749 it is called "Anthony's Wilderness" and in the William Scull map of 1770, "St. Anthony's Wilderness."

In the first assessment of Berks County made in 1752 or 1753, showed two districts, Brunswick and Pine Grove, north of the Blue Mountains, which though not yet erected into townships, still the inhabitants there had been assessed and tax collectors had been appointed.

Brunswick had 56 taxables on whom a tax of £10 18s. was levied and Francis Yarnall was appointed collector. Pine Grove had 29 taxables of whom was assessed a tax of £3, 6s. 6d. and Nicholas Long was the collector.

The French and Indian War intervened and these two districts were not legally erected as townships till later, Brunswick in 1768, with 47 taxables and Robert Steavens as collector, and Pine Grove in 1772, with 66 taxables and George Goodman as collector.

Morton L. Montgomery, Esq., the historian of Berks County, who has done so much in unraveling the history of this region, is authority for the statement that the River Schuylkill divided these townships and that they included all the territory between the Blue and Broad Mountain and in that case our town was originally partly in both of these townships.

In 1790, Manheim Township was formed out of these two townships with 126 taxables. Conrad Minnich was the first collector and Schuylkill Haven was a part of this township until it was created a borough in 1840.

In 1845 the Township of Manheim was divided into the Townships of North and South Manheim and Schuylkill Haven is situated south of the central part of North Manheim Township and is surrounded on all sides by it.

Three Early Descriptions of Schuylkill Haven

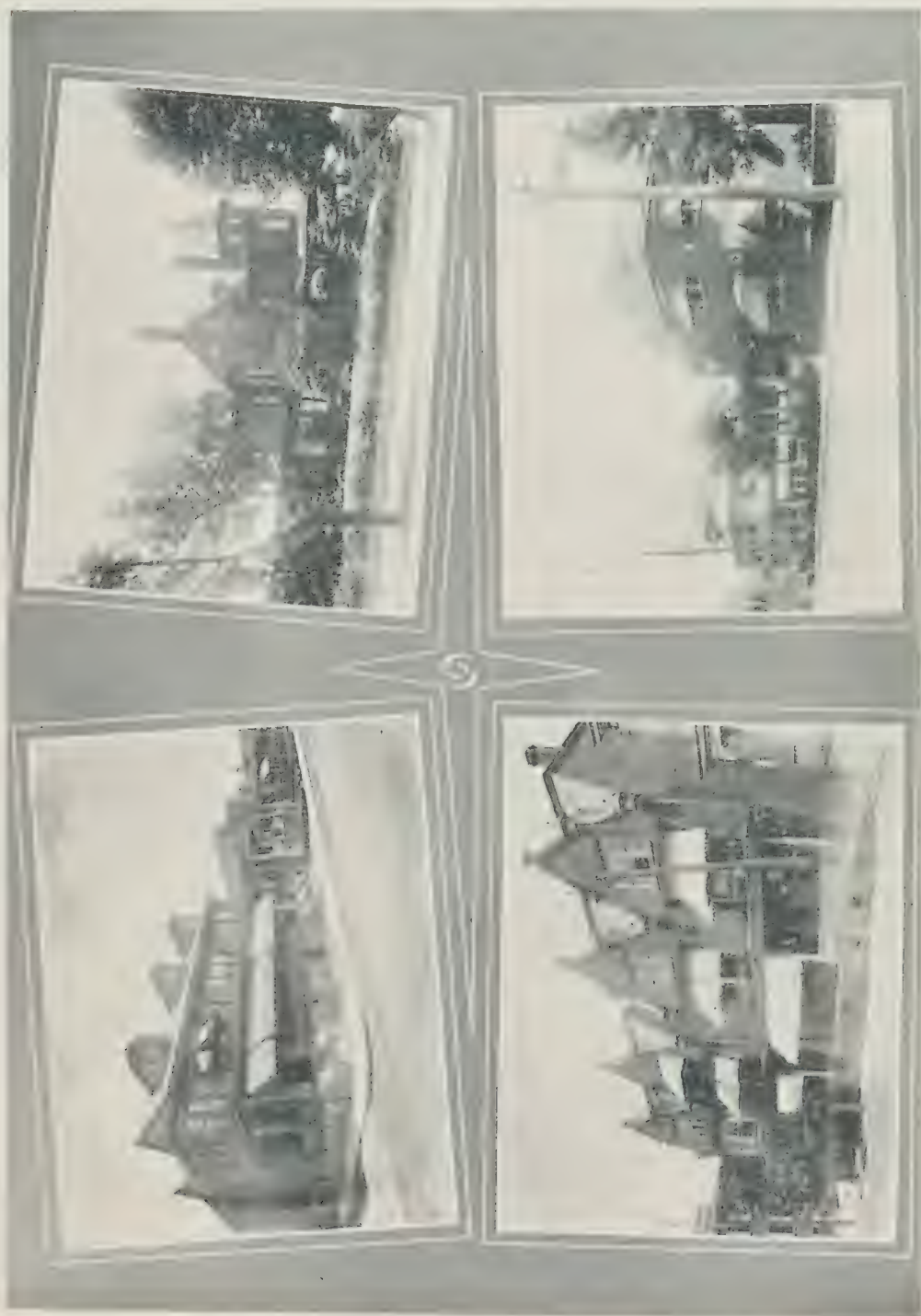
A GAZETTEER OF THE STATE OF PENNSYLVANIA, BY
THOMAS F. GORDON, PUBLISHED 1832.

Schuylkill Haven, in Manheim township, Schuylkill County, a town laid out in 1829, by Mr. Daniel I. Rhodes and others, immediately below the confluence of the west branch of the Schuylkill river with the main stream. The West Branch railroad commences here, and extends up to the confluence of the branches of the river, whence radiations follow the direction of the stream to the foot of the Broad Mountain, making a distance together of 15 miles. A large body of excellent limestone is said to have been discovered here. A lock for weighing canal boats and their freight has been erected here by the Schuylkill navigation company. The town consists of about 40 dwellings, a grist and saw mill, several stores and hotels. As the shipping port of a very extensive portion of the Schuylkill County coal region, it will probably become a place of considerable business. It is about 5 miles west of Orwigsburg, 171 north of W. C., and 55 N. E. of Harrisburg.

THE PICTORIAL SKETCH-BOOK OF PENNSYLVANIA, BY
ELI BOWEN, PUBLISHED 1852.

Eighty-nine miles from Philadelphia is Schuylkill Haven, containing a population of nearly three thousand. It is the principal depot for the shipment of coal, both by canal and railway. Lying in a beautiful valley, it affords the only belt of tillable land to be found in the county. The valley is long but narrow, and is dotted with numerous pleasant farms, and surrounded with romantic scenery, of which the annexed figures is an illustration.

The Mine Hill and Schuylkill Haven Railroad commences here, and following the valley for a short distance, throws out several radiating branches, connecting the main road with all the coal operations in the Mine Hill and Swatara ranges, embracing the rich coal districts of Minersville, Tremont, Llewellyn, Branchdale, etc. The tonnage of the road is enormous, and like the Reading railroad to which it is tributary, it has a descending grade throughout its combined length. A train of passenger cars



TYPES OF ATTRACTIVE HOMES

runs between Schuylkill Haven and Tremont, via Minersville. The route is a pleasant and attractive one—penetrating the richest coal districts of Schuylkill county. The company have recently obtained the right to extend their road (which is among the most profitable to the stockholders of any other in the United States, at the same time that it is one of the most substantial in its structure) over the mountain, so as to connect with the Shamokin railroad at Sunbury—thus uniting the Schuylkill with the Susquehanna at that place. It is proposed, we believe, to ascend the mountain by inclined planes, constructed in the usual manner, or upon the plan of those at Mauch Chunk, hereafter described.

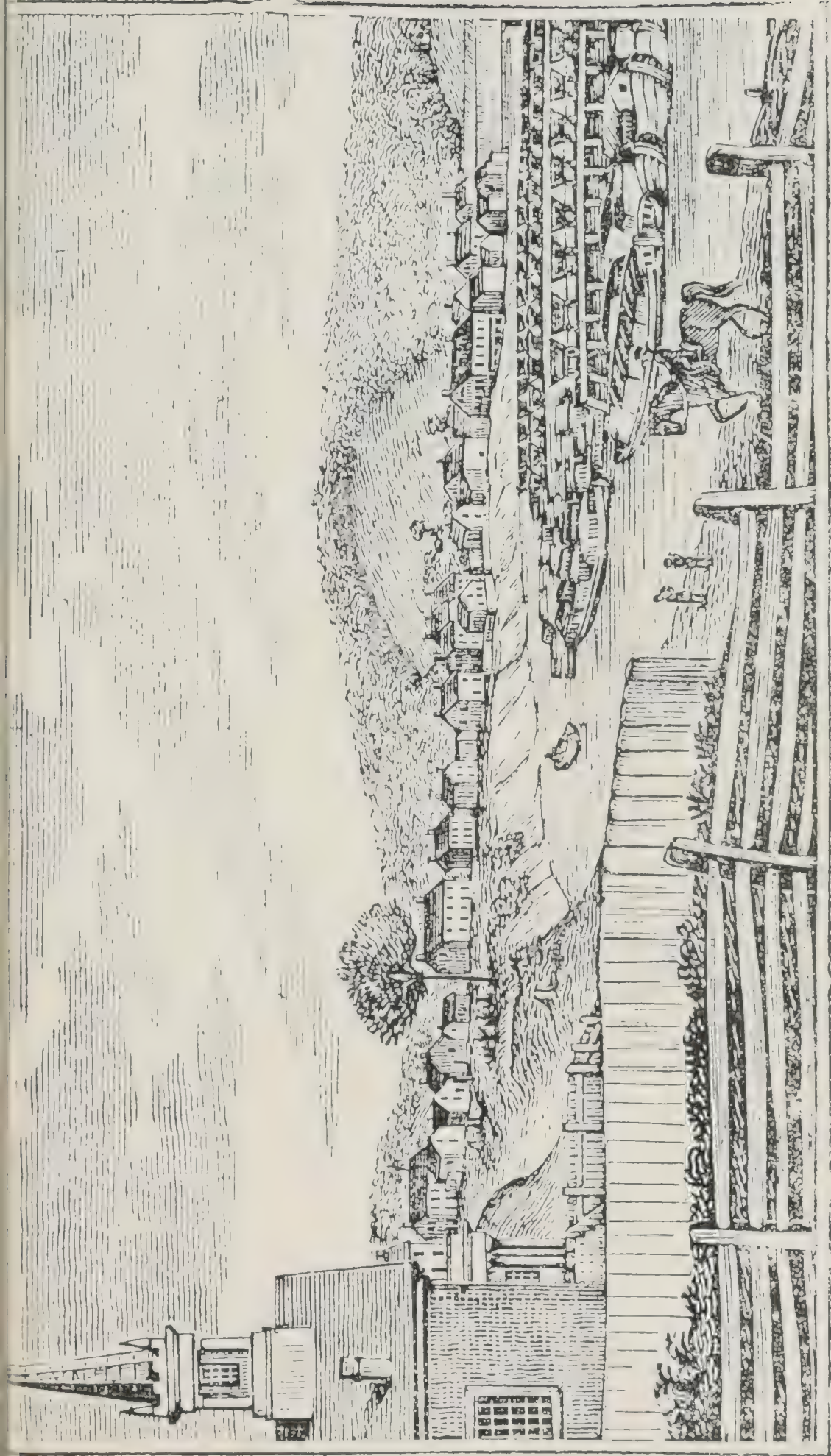
HISTORY OF NORTHAMPTON, LEHIGH, MONROE,
CARBON AND SCHUYLKILL COUNTIES

BY I. DANIEL RUPP, PUBLISHED 1845.

Schuylkill Haven, a post village and borough, incorporated in 1841, is situated on the left bank of the Schuylkill river, four miles below Pottsville, immediately below the junction of the West Branch, and about three miles west of Orwigsburg. It was laid out in 1829, by Mr. D. I. Rhodes, and others. The West Branch railroad here communicates with the Schuylkill Navigation, and the transshipment of the coal has created considerable business in this place, and contributed much to the growth of the place. The town consists now of about eighty good, and many small dwellings, five stores, five taverns, two churches—an Episcopal and a Methodist church. There is also a German Reformed Church near it. The population numbers about 1000. Here is a weigh lock for canal boats, a grist mill and a saw mill; two bridges cross the river.

The railroad company has just finished an extensive building, in the form of a cupola, 126 feet in diameter, and about 100 feet high. It is intended for a "car depot." It adds much to the appearance of the town, which for fineness of scenery can vie with towns of greater magnitude. Fertile farms and very picturesque scenery surround the town, and the bright river here meanders among the broad meadows as if delighted with being unrestrained by the rocky precipices of the coal region.

The West Branch Railroad brings in the products of many rich mines. It has been constructed in a substantial manner, and of such dimensions that the heavy cars of the Reading Railroad, with which it here intersects, may run upon it.



PHILADELPHIA: PUBLISHED BY GEORGE GORTON, 56 NORTH THIRD STREET. ENTERED ACCORDING TO ACT OF CONGRESS, IN THE YEAR 1843.
PAGES 613-614.

SCHUYLKILL HAVEN is situated on the left bank of the river, four miles below Pottsville, and immediately below the junction of the West Branch. Fertile farms and very picturesque scenery surround the town and the bright river here meanders among the broad meadows as if delighted with being untrammelled by the rocky precipices of the coal region. This place was laid out in 1829, by Mr. Daniel J. Rhodes and others. The West Branch railroad here communicates with the Schuylkill Navigation, and the transshipment of the coal created a business, and from that time the town has thrived. It now contains two or three churches, schools, a grist mill, and the bridges across the Schuylkill. The population may be estimated at about 700. The county almshouse, one mile east of Schuylkill Haven, is a spacious brick edifice, with a fine farm attached, which does great credit to the county.

At Scollop hill, three miles below Schuylkill Haven, the canal passes through a long and extensive tunnel. The West Branch railroad brings in the product of many rich mines. It has been constructed in a substantial manner, and of such dimensions that the heavy cars of the Reading railroad with which it here intersects, may be run upon it. What effect this circumstance may have upon the welfare of Schuylkill Haven, by dispensing with the necessity of transshipment, remains to be determined. In the annexed view, part of one of the churches is seen on the left in the foreground, is the river basin, with its numerous boats and railroad tracks and a little beyond, on the right, is the bridge of the Reading railroad.

A Short Sketch of the Lenni Lenape or Delaware Indians

TOGETHER WITH A BRIEF RECITAL OF THE DEPREDATIONS THEY COMMITTED
IN THE LOWER PART OF SCHUYLKILL COUNTY DURING
THE FRENCH AND INDIAN WAR

By J. H. FILBERT, Esq.

Member Of The Schuylkill County Historical Society

THE MOUND BUILDERS, that mysterious prehistoric people, who left behind them in the Valley of the Mississippi and its tributaries, mounds and public works upon which had been expended hundreds of times the sum total of the labor expended upon the Egyptian pyramids, never seem to have penetrated into Pennsylvania farther than the Ohio River and its tributaries, and who the original occupants of the soil of Schuylkill County were we do not know. History and tradition begin with the Unami tribe of the Lenni Lenape nation whom the English called the Delawares.

The Lenape, or Original People, as their name signifies in their own tongue, were a branch of the great Algonquin stock, a people more widely dispersed and numerous and more highly developed than any other linguistic stock of North America, north of the Astecs and their kindred races. In fact the Lenape, as his name signifies, claimed to be the father of the whole Algonquin race, and tradition and history tends largely to confirm his boast.

Evidently of Northwestern Asiatic origin, they entered the continent at Alaska, either by way Behring Strait or the Alutian Islands and by slow stages, fighting their way as they went, they traversed the whole continent in a southeasterly direction until they reached the Atlantic Ocean. It took them hundreds of years, probably more than a thousand to make the long journey.

In their progress, from time to time tribes split away from the main body of the advancing Algonquins. The first separation occurred soon after they started their migration when some set out eastwardly across the present British America. These are the Knistenaux, between Lakes Winnipeg and Athabaska; the Ottawas, in the Valley of the Ottawa River and around Lake Huron; the Chippewas, of Northern Michigan and Upper Canada and the Montagdias, of Southern Labradore and their kindred tribes.

Soon after entering the territory now the United States, the second division took place and some traveled southward becoming the Arapaho, Atsina and Cheyenne of today and their kindred Algonquin tribes of the central west.

But the main body forged steadily onward in a southeasterly direction, and it is here that the Lenape's legend begins. The tradition, as given by John Heckewelder is:—"That very many hundreds of years ago the ancestors of the Lenapes resided in a very distant country in the western part of the American Continent; they determined to migrate to the eastward; after a very long journey, and many nights' encampments (a night's encampment signified a half a year), they at length arrived at the Namaesi-Sipu, the Mississippi or River of Fishes, where they fell in with the Mengwe or Mingo, whom the French called the Iroquois and the English the Six Nations. (It is now thought the Iroquois, Sioux, Decotah and Fox Indians were descendants of the first branch of the parent stock of the Algonquins.) The Mengwe had also come from a far country and had struck the river farther north.

The country east of the Mississippi was inhabited by a very powerful nation, who had many large towns built on great rivers. They called themselves the Alligewi and have left their names to the Allegheny Mountains and the Allegheny River, which the Lenni Lenape called the Alligewi Sipu, the River of the Alligewi.

Many wonderful things are told of this famous people. They were remarkably tall and stout and there were giants among them. They had regular fortified towns and would sally from them.

When the Lenape reached the Mississippi River they asked permission to pass through their country, whereupon the Alligewi, seeing their number was very great—there were thousands of them—made a furious attack upon those that had crossed, and threatened them all with destruction if they dared to proceed.

The Mengwe, who had been spectators from a distance, offered to join them upon condition of sharing in the country if conquered. Their offer was accepted and the Lenape and Mengwe made war upon the Alligewi; battle after battle was fought in which many warriors fell on both sides. They stormed the fortifications of the Alligewi; hundreds fell in engagements, until the Alligewi, finding that they would be entirely destroyed, fled down the Mississippi, and abandoned the country never to return.

The war with this nation lasted many years in which the Lenape lost many warriors, as the Menegewe always hung back in the rear and left

them to face the enemy alone. In the end the conquerors divided the country; the Mengwe making choice of the land along the Great Lakes and on their tributaries and the Lenape took possession of the lands to the south.

For a long period of time, some say many hundreds of years, the two nations lived in this country and increased very rapidly, when hunting parties of the Lenapes, having crossed the great swamps (western Pennsylvania) to the Susquehanna, floated down to the Chesapeake Bay and on to the Ocean, which they called the great bitter water in contra-destination to the great sweet water or Great Lakes, traveled up the coast to the Delaware Bay, ascended it and the Delaware River and discovered the Scheyichbi country, now New Jersey, and reached the Hudson River.

Reporting to their people that the land was uninhabited and abounded in all kinds of game and fruit, that the rivers and bays were full of fish and tortoises and abounded with all kinds of water-fowl with no enemy to fear, they began to emigrate thither in small parties, so as not to be straitened for want of provisions on the way, some even lying by for a whole year; at length they settled on the four great rivers, which we call the Delaware, Susquehanna, Potomac and Hudson, making the Delaware which they called "Lenape Whittuck," the river stream of the Lenape, the center of their possessions.

The whole of their people did not reach this country, many of them stayed behind, (these constituted the Algonquin tribes of the Ohio, Miamis, Pottawattonies, Kaskaskias, Michagamies, etc., they also preserved traditions of the Sacks, Foxes, Cheyennes, Arapahoes, Blackfeet, and other tribes that broke away before they crossed the Mississippi) but we find the larger body, more than half of the whole, on the Atlantic coast.

From here they spread upwards to the Strait of Belisle and southward to the Savannah, until more than forty nations called them father, grandfather or uncle. They were supposed to have reached the ocean three hundred years before the coming of the white man and it was in their language or that of a kindred tongue that the Lost Colony of Roanoke, the English at Jamestown, the Dutch at Manhattan, the Puritan at Plymouth, Jacques Cartier at Acadia and Champlain at Quebeck and Montreal were welcomed by the natives.

The Lenape country, as it was originally, which stretched from the Minnisink on the Hudson down below the State of Delaware, was bounded on the east by the ocean and on the west by the Susquehanna; many authorities have them west of the Susquehanna and extending as far south as the Potomac.

The Lenape were divided into three sub-tribes, the Minsi, whose totem was the wolf; the Unamis, whose totem was the tortoise or turtle, and the

Unilachtigo, whose totem was the turkey. These totems were their distinctive marks, their oriflame in war, and were tattoed upon the body of the warrior. They often made themselves known to each other in the dark by simulating the cry of their totem: the howl of the wolf, the hiss of the turtle or the call of the turkey.

The Minsi, sometimes called Monseys, Munseys or Minisinks, were the most numerous and fiercest of them all. These wolves of the stone land lived in the mountain country from the Lehigh River northward into New York and New Jersey. The Unamis, sometimes called the Wanamis, the down river people, may be regarded as having their habitat from the Lehigh River to a little below the Pennsylvania and Delaware State line; the Unilachtigo, tidewater people, or people living along the sea probably occupied the whole of the Eastern shore of the Chesapeake and some authorities extend them as far as the Potomac.

How far these roamed and claimed is hard to say; the Minsi spread way across New Jersey; the Unamis spread out into New Jersey, they occupied the whole of the valley of the Schuylkill and had an uncertain hold beyond the Schuylkill, toward the water shed of streams flowing into the Susquehanna, while the Unilatchitgo probably occupied the lower part of New Jersey as well as the Eastern Shore Peninsula. Each of these sub-tribes was divided into many smaller tribes, generally taking their name from their location.

In the uniform manner of the North American Indian they imagined themselves in some way connected by a mystic but powerful tie to the creatures they adopted as their symbol, and each one of the totemic fraternity was closely bound to every other one who wore the totem, more firmly in fact than to the nation. But to the turtle, and consequently to his sub-tribe the Unami, they ascribed the greatest dignity for they shared with the people of the old world the myth that a great tortoise, first of all created beings, bore the earth upon his back.

Thus by their totem, the Unamis had precedence over all the Lenapes, and in time of peace their sachem, wearing a diamond-marked wampum belt, was chief of the whole tribe. It is in conformity with this tradition that Cooper, in his "Last of the Mohicans," when the Delawares having stripped off his hunting shirt in preparing him for the torture, shrink back in amazement to find the sign of the turtle tattoed on his breast, has Uncas say:—"Men of the Lenni Lenape, my race upholds the earth! Your feeble tribe stands on my shell. What fire that a Delaware could light would burn the child of my father! The blood that came from such a stock would smother your flames! My race is the grandfather of nations."

The Grand Sachems of the Lenapes from the time of the first Eng-

lish possession until they were dispossessed of all their eastern possessions were in order Kekerappan, Opekassett, Tamenend (Tameny), Allumapes (afterward called Sassoonan) and Teedyuscung. They first had their head quarters in the lower part of Bucks County; after the purchase of these lands they were removed to Minisink on the Delaware, now in Pike County, from there they were removed to Shamokin on the Susquehanna, now Sunbury. The Delawares were never a numerous people. It was doubtful whether they could ever muster 2000. In fact it is stated on good authority that there were never more than 5000 Indians in the whole Province of Pennsylvania, although Penn estimated them at 6000. The Indians themselves had little appreciation of numbers. A minor sachem would gravely announce that his warriors were many as the leaves of the forest, when he had perhaps 25 braves.

Their political system was not far removed from a democracy. Chief and tribe alike were subject to long established custom, and while the Chieftainship was hereditary in certain families, the individual was subject to election by the tribe. Wisdom in council was considered a qualification for Sachemship as great, if not greater than bravery in battle. Nothing of moment was undertaken, in war or peace, in the selling of land or traffic, without a council of the braves, in which the old men spoke freely and the young men listened and learned; in fact the squaws had a greater say in council than the young hunter.

While most of them lived in villages of wigwams, made by planting poles and covering them with bark or skins, many of them lived singly and detached from the others. At times they had a more permanent habitation, a large communal house, bark covered, in which several families lived. Sometimes their villages were defended by a rude palisade of driven stakes.

They subsisted mainly on the products of the chase, though the women persued a rude agriculture and raised a little maise, beans, pumpkins, potatoes and tobacco. They planted their corn when the oak leaf was the size of a squirrel's ear or after the hazel nut bloomed, as a protection against frost.

Their weapons were the bow and arrow, spear, club, tomahawk and knife, until the Europeans came and furnished them with fire-arms. The spear was mostly used to hurl, like a javeline. The arrow and spear heads, tomahawks and knives, as well as many of the instruments they used for tanning and dressing their hides were made from flint, obsidian or jasper. These were patiently chipped out and many of them beautifully fashioned and polished with charred bone by professionals in each line of manufacture. They also made a rude hard

burned earthenware and had pots carved out of soapstone. Other household vessels were made of wood, and large wild gourds and calabashes served them as buckets and dippers.

The women wove mats from the soft, tough inner bark of trees, and made garments and moccasins from the skins of beasts and fashioned ornamental garments and headdresses from the plumage of birds. Strings of beads, wampum, which were used for adornment, and to decorate ceremonial belts, and to serve as money, were made from bits of shell, or colored stone.



NEW PARKWAY LOOKING SOUTH

For dye stuffs they had the juice of berries and the bark of plants and trees, while colored clay furnished them with a coarse but efficient paint. They mostly tattooed their bodies.

Those that came in contact with the Lenape early in the European occupation, before he had been contaminated by the arts of civilization, such men as William Penn, Heckewelder, Spangenberg and Count Zinzendorf, speak of him in such glowing terms, that it is hard to recognize in him the Indian of Tradition. They would make him the possessor of all virtues. Penn said they were "generally tall, straight, well built,

and of singular proportions; they tread strong and clever, and mostly walk with a lofty chin." Others say they were straight, of middle height, their color a reddish brown.

They had originally a primitive religion, that, like all savage people worshipped the attributes of nature, the sun, wind and rain, forest and stream, and fire and were very superstitious. It is now thought that the Gitchie Manitu, or Great Spirit, and the Happy Hunting Ground legend was a poetic misconception of the earliest teachings of Christian missionaries.

In peace they were kindly, trustful and generous; in war they were brave, crafty, resourceful and cruel; would inflict any torture and endure any torture without complaint, but with an unheard of stoicism. They were grave, courteous and self-contained; but at times could use the most skillful and poetic oratory. Logan, the second son of Shikellimy, whose whole family was murdered by some drunken whites, and avenged the deed by having his chiefs commit the most frightful barbarities, when asked to consent to a treaty of peace, replied in a speech which has become a classic. It opens thus: "I appeal to any white man to say, if ever he entered Logan's cabin hungry, and he gave him not meat; if ever he came cold and naked and he clothed him not."

While some authorities say polygamy existed, it was rather Polyandry which they seem to have inherited from their Asiatic ancestry. The marriage tie was very light, it might or might not be permanent, either might terminate it at will. All the brave had to do was walk off and declare the alliance at an end. All the squaw needed to do was set her brave's moccasins outside the wigwam, for the wigwam was the squaw's and was her castle. They married early in life, the males about seventeen and the girls about fifteen. It was required that a man from one sub-tribe must always marry a woman from another sub-tribe and the totem of the child was always the totem of the mother.

The tribe was collectively the father in common of all the children, the mother alone was specially the parent of the child. A chief could not be succeeded therefore by his son, he belonged to another sub-tribe; he might be by his brother or his sister's son. The plea of the old Nokomis:

"Wed a maiden of your people,
Go not eastward, go not westward,

For a stranger whom we know not!
Like a fire upon the hearth-stone,

Is the neighbor's homely daughter,
Like the starlight or the moonlight
Is the handsomest of strangers."

fell unheeded on Hiawatha's ears. Long established custom demanded he should marry a stranger. If the father died or deserted the mother, the sub-tribe of the father supported the mother and children. This was the reason there was no war between the sub-tribes or between Algonquin tribes in general. These international or intertribal marriages served to keep the peace, for each tribe was connected with the other by blood and affinity. When the war-cry sounded from the lair of the wolf, it was the duty of every wolf cub in the nest of the turtle or the turkey to respond; even if it was against the sub-tribe of his father, and the influence of the women and the children was such as to make it impossible for one to war with the other. They had no individual property in the land, it was the property of the tribe.

Much has been said of the hardships of the Indian woman. She was the drudge and the beast of burden. She took down the wigwam, carried it upon the march, and erected it when the camp site was reached. She did all the tilling of the soil and all the hard labor of the tribe, but she did it willingly and uncomplainingly. Her spouse must keep his agility. He must outrun the wounded deer. The muscles of his bow arm must be without a tremor when he aimed his arrow at the game and at the enemy and labor might deaden their quick response. Yet as has been said, the old squaw had more say in the council than the young brave, and the records show that many times when the chiefs of the tribes presented petitions to the colonial authorities they also presented belts of wampum and petitions in behalf of the women.

They had no written language, but possessed remarkable memories; years after a treaty had been made, they could produce each belt of wampum and repeat with fidelity every word that had been spoken in its presentation and acceptance. Their greatest fault was that they could not resist the lure of strong drink. They would part with most any possession for it and became an easy prey to unscrupulous traders, in spite of laws passed to protect them.

THE LENAPE AND THE IROQUOIS

The Iroquois or Five Nations, as the English called them, who later adopted the Tuscaroras and became known as the Six Nations,

claimed the Lenape as vassals and ruled over them by a Viceregent who was stationed at the Indian town of Shamokin, now Sunbury.

The Iroquois had conquered the Susquehannocks, or Andastes, as the French called them. A remnant of this tribe took refuge in Lancaster County and became known as the Conestogas. After disposing of the Susquehannocks, the Iroquois made war on the Delawares. According to the account of the latter the Iroquois would have been exterminated had it not been for the peaceful disposition of the Lenapes. The Iroquois proposed that the Delawares should assume the character of the women or peace makers among the Indians. "One nation," said



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they, "shall be the women," who were not to go to war but keep peace with all, and the men were to hear and obey the women. This seemed agreeable to the Delawares. They were already the final arbiters of disputes between practically all of the eastern Algonquins.

The Iroquois, though agreeing in the details of this account, denied the Lenape chose to play the women. They claimed to have conquered the Delawares and forced them to adopt the defenceless state and name of woman.

Nothing was said of this over-lordship of the Iroquois in the first

two purchases of lands in the Province from the Indians. At the purchase of 1732, which bought all the lands from the South Mountain to the south side of Kittiny or Blue Mountains, the Iroquois were present and confirmed the sales previously made by the local Indians.

The purchase of September 7, 1732 is from Sassoonan, alias Allumapis, Sachem of the Schuylkill Indians, Elalapis, Ohopamen, Pesquetomen, Maymeemoe, Partridge and Tepakoasat, alias Joe, on behalf of themselves and all other Indians of the said nation. As we have seen Sassoonan was the Grand Sachem of the Delaware Indians by reason of being the Sachem of the Unami, or Schuylkill Indians. The other chiefs seem to have represented the Conestogas, who while not Delawares, were Algonquins; the Minsis; the Ganawese also called the Piscataway or Shawnees, a roving band of Algonquins, who had come from the Carolinas to the Potomac and had later been allowed to settle in the Tulpehocken region, by request of Managy the Indian chief of that region; the Assumpinks, Rancocas and Sackmaxons. In this purchase the local Indians received the whole purchase price.

At the purchase of August 22, 1749, the Iroquois claimed the whole purchase price. They said the "Delawares are women, we made them women, it is for us to command them to leave." The parsimonious Quaker Assembly agreed to this.

In vain did Tedyuscung, the last Delaware chief in the land of his fathers, plead. The deed was done. For 500 pounds the Province bought from the Six Nations the land "beginning at the southern base of the Blue Mountain proper, on the left bank of the Susquehanna River, at a point about five miles above Harrisburg; thence north along the river to a point above the mouth of Mahanoy Creek, at the base of Mahanoy Mountain; thence along that mountain northeastwardly to the right bank of the Delaware River; thence along said river to the southern base of the Blue Mountain; thence along the southern base of the Blue Mountain proper to the Susquehanna River, the place of beginning."

It included all of Schuylkill, Carbon and Pike Counties, and part of Dauphin, Northumberland, Columbia, Luzerne, Lackawanna, Lehigh and probably several other Counties. From this vast domain, the remnant of the Delawares were driven by the Iroquois. Some went west of the Susquehanna. Some to Northern New York and Canada but the greater number went west to join their ancient Algonquin brethren in the Ohio Country.

THE REVOLT OF THE DELAWARES

There is little doubt that the Delawares, when they left the region intended to go peaceably. They had been so used to the white man's duplicity that the thought never entered their heads to rebel. Tallentire referred to Penn's treaty with the Indians under the elm at the Shackamaxon as "the treaty that was never sworn to and never broken." What a fallacy! It was stretched to the breaking point by the "Walking Purchase" and the purchase of 1749 wiped it out entirely.

But some of them, in their trek to the western wilds, settled along the Ohio. The French and Indian War was brewing. The French of the Ohio said, "join us, help us to conquer your old lands, and you shall have them." Still they hesitated. Their anger was greater against the hated Iroquois than against the English. Then came the terrible catastrophe of Braddock's defeat. A bare handful of French and Indians had wiped out a magnificent British army July 9, 1755, near Pittsburgh. Braddock was killed and the subsequent cowardice of his second in command, Colonel Dunbar, who though having a force at his command still far superior to the French and Indians retreated in panic the whole width of the Province to Philadelphia, and the fact that the hated Iroquois had joined on the side of the English, carried the day and the Lenape became the ally of the French.

Some of the Ohio Delawares came east to warn a remnant of their tribe who had settled along the Susquehanna to depart, and then the red terror broke loose. Before it ended more than 1000 of the frontier inhabitants were slain. It did not abate until a treaty was signed with the Indians in the fall of 1757. We cannot go into the details of the whole war. Suffice it to say that from that time on the Delawares became the implacable foe of the English. They joined Pontiac and Tecumsha.

Those that met them in battle bore testimony to the fact that they were brave men. They wiped out the stain that they were women and cowardly, but at what a cost to the white man! The last remnant of them, years afterwards, was merged with other tribes in Indian Territory.

LOCAL SETTLEMENT OF THE INDIANS

Thus we see that the Indians of Schuylkill County were the Unamis, or Wanamies, whose totem was the tortoise and whose Sachem was the Grand Sachem of all the Delawares. This I know contradicts most of the historians of the region who have denominated them as Minsis. The reason for this is that the region of Schuylkill County, by reason of its rugged nature, was unfitted for the rude agriculture of the Indian, and

was used only as a hunting ground originally, and to a large extent by all the various tribes within a hundred miles of it. Before the red man was forced to make his home among these Blue Hills, the line of the Indian settlements had been contracting for more than a century. The Delawares of southern New York were being crowded southward and westward. The New Jersey Indians were being driven westward and the southern Lenape was crowded northwardly and westwardly. With every purchase by the proprietaries the Indians were driven to the hinterland. So that the Indians that finally settled in our mountains must have been a very heterogeneous mixture of many tribes. But the country originally belonged to the Unamis. Many of the Indians residing here had been familiar with the low Holland tongue of southern New York and northern New Jersey. The Pennsylvania Dutch of the early white inhabitants was more closely allied to the Dutch of the Netherlands than it was to the high German, and many of our local Indians could talk "Pennsylvania Dutch" fluently. This is the reason why so many murders were more heartrending because in the dead of the night the hostile Delaware would address the settlers in Dutch; ask them to leave them in the house and when they opened the door, massacred the family. There were a few temporary villages, very small ones, which sprang up north of the mountain after the purchase of 1732. The purchase of 1749 and the consequent dispossession of the Indians drove them away from this region. The terrible experiences the settlers had with the Indians during the French and Indian war made it impolitic for any Indian to return to this region for long after the close of the war. Most of the traditions of Indians living in this region were Indians that had come from another region and were not of the native stock hereabouts. The largest of the villages we know of north of the Blue Mountains was about two miles below Schuylkill Haven, and less than a mile above Landingville, on the farm now owned by Evan Thomas, Esq., on a high bluff on the bank of the Schuylkill River opposite the Reading storage yards. Their drinking water came from a spring on the line of Mr. Thomas' and the Peale farm. The chief was supposed to be named Bohundy. Pine Creek is now and then called Bohundy in the ancient record, and Fort Lebanon has been referred to several times as Fort Bohundy. He is the Indian chief of Michael Deibert tradition. The tradition is that Michael Deibert was out hunting and heard a woman scream. Rushing into the direction he found a panther attacking an Indian maiden and killed the panther. Her father, the Indian chief, took him to their village, he was adopted into their tribe, and gave him permission to settle in the immediate neighborhood. He picked out the old Filbert Farm and the Peale farm and built a log house upon it. The

daughter of the Indian chief had meanwhile become very much attached to him, and, upon his bringing up a white wife from the settlement below became so heartbroken that she killed herself by leaping over the limestone cliff where the watering trough is now located on the road from Schuylkill Haven to Adamsdale.

This is the honorable Michael Teubert of the Red or Zion Church records. The name also occurs variously as Deiver and Deivert. He never patented his lands, thinking the Indian's gift sufficient. On March 4, 1750 George Boone took out a warrant for this land which he sold to Richard Peters, who patented it and later the sons of Michael Deibert, Sr., George Michael and William, repurchased the land and their own improvements from him. Daniel Deibert, a descendent, who published his life and experiences about 1880, seems to have lost all sight of this original Deibert in this locality and starts his history with his two sons, Wilhelm and Michael, who was baptized George Michael.

This sight shows every evidence of Indian location. Relics have been found on the premises and adjacent to it. Dr. Burd E. Peale, late of Holmesburg, who was born and raised on the Peale farm had a fine collection of arrow and spear points; celts for pounding and cleaning pelts; pieces of broken pottery, both clay and soapstone, and other articles of Indian domestic economy found on the site. The writer found a mortar and several pestles and arrow and spear points there. There is an outcropping of quartz rock west of Orwigsburg along the second mountain to which the ancient Indian arrowmakers traveled for miles for their material. I visited it once in my boyhood and there were bushels of spoiled spawls lying around. Here also one of our local curio dealers, now dead and gone, procured the materials for manufacturing many spurious Indian relics, which he sold to an unsuspecting clientele. Another large town was located in the Quakake Valley, along the Catawissa trail. It was near this that a tradition places the death and grave of Tamanend, the great Tamany of tradition. There was also an Indian medicinal spring at the head of the Catawissa Valley where at times the Indian chiefs convened. There was a settlement on the Little Schuylkill near New Ringgold and one near Pine Grove, on the Swatara. Many Indian trails passed through the country, notably one through Swatara Gap, another the Tulpehocken trail to Shamokin, which crossed the Blue Mountain and passed through the site of Pine Grove; an intermediate one that passed between that and the Schuylkill River. The most important one was the Shamokin trail which passed through the Valley of the Schuylkill, traversed Schuylkill Haven, and went up the valley of the west branch; and beyond that to westward was the Catawissa trail. Along all these trails it was customary for

the Indians to camp and spend the night in camps that had been used for generations. These and temporary hunting camps have often been mistaken for Indian villages. They were rather picnicing places than villages. One of these hunting camps was on the high hill just north of Schuylkill Haven overlooking Connors. Nearly every time there was an Indian foray in this region it was the custom of Captain Morgan to send scouts to this place, which he denominated, the place where the river breaks through the mountains, there to lay in wait for the marauding Indians on their return march. It was from this camp the son of Adam Trump escaped. Henning speaks of Indian homes in Pottsville. There could never have been permanent Indian homes there during Indian times. The hills were too steep and rugged for Indian farming, and the valley was a dense, unhealthy pine swamp. Whatever Indian tradition places here after white men came must have only been drawn here by the chance to live a mendicant life on the borders of the white man's community.

INDIAN NOMENCLATURE

The Indian and white man had so little in common here that few of the old Indian names are retained. We know that they called the west branch of the Schuylkill Otzinachson. They called the main branch of the Schuylkill River, from its source to the Little Schuylkill, Ganshowehanne, the rushing or roaring waters. From there on down to its mouth they called the river the Manayunk, or Mother. This was in contradistinction to the Antleanne, the Daughter or Maiden Creek. They called the Little Schuylkill the Tamaqua, or Beaver Creek. Manhanoy, Mahoning and Mohannon all came from Mahoni, meaning a small stream. Often they named localities from some occurrence that took place there. Thus Manhatton and Manatawny both come from Menhaltanink, meaning, where we all drank liquor. Tamanend means Beaver like. Tobyhanna, alder stream. Tohickon or Tomhickon, driftwood stream. Susquehanna comes from Sickahanna, meaning water lily. Shenandoah means spring stream or mountain stream. Mahantongo, where we had plenty of meat to eat. Quakake comes from Curwenkeek, and means pine land stream. Lehigh, Lechauwekink, where there are forts. Wyoming, from Wyomink, meaning large plane. Tulpehocken, land of turtles. Tuscaroro, flax puller or shirt weavers. Swatara, Surotara, where we had plenty of eels to eat. Kittatinny, endless hills. Mauch Chunk, bear mountain. Catawissa from Gallowisse, growing fat. These are about all the Indian names for localities that are familiar to us here.

THE EARLY SETTLEMENT OF THE REGION

When the purchase of 1749 threw open all the lands for settlement within the confines of Schuylkill County, there was the same stampede for land that there has been at every sale of public land since then. Not one-tenth of the purchasers purchased for a home site. They were mostly speculators who would take out a warrant, pay a small part on the purchase money, have a survey made, and later sell the warrant to some one who paid the balance of the purchase money and had the patent issued in his own name. Two men who acquired very large holdings this way were George Boone and James Boone. They were brothers of 'Squire Boone, the father of Daniel Boone of Kentucky fame. Their sister Anna had married Abraham Lincoln, the great uncle of the martyred president. He was one of the first owners of land we know of on the site of Cressona. Thus many prominent men became land owners here who did not live here. James Wilson, a signer of the Declaration of Independence, a member of the Constitutional Convention, and an associate justice of the first United States Supreme Court owned land just about a mile north of the Seven Stars Hotel at Cape Horn where the masts were cut for the French and American fleets during the close of the Revolution.

The settlers who did surge across the Blue Mountain were composed of almost all the elements that enter into the cosmopoliton population today. The region along the lower part of the valley of the Delaware had been peopled for a century by the descendants of the early Dutch and Swedes, and mingled with German emigrants from the Palatinate, were the Swiss from Berne, the Huguenot and the Alsatian, while here and there an English Quaker or a Presbyterian from the north of Ireland added their leaven to the lump. There were probably six points of entry by which the earliest settlers entered the region; first, through the Swatara Gap; second, by the old Indian trail up the Tulpehocken Valley; third, the Indian trail that crossed midway between this point and the Schuylkill River; fourth, the Blue Mountain Gap at Port Clinton; fifth, the old Catawissa trail; and sixth, up the valley of the Lizard Creek. Schuylkill County is unique in that it alone of all the sixty-seven counties of Pennsylvania has part of each of the three first counties erected in the province within its borders. The West Penn Rush region was originally part of the original Bucks. From there to the river Schuylkill was part of the original Philadelphia County, and west of the river Schuylkill was part of the original Chester County, but became a part of Lancaster County in 1734. All the early settlements in our county between the Blue and Second Mountains were made when the territory was part of Bucks, Philadelphia

and Lancaster counties. Little or nothing has as yet been learned of these earliest settlers in the part of the county that came from Bucks. Most of them were driven away or massacred in the French and Indian War. No record has yet been found of them, and tradition has forgotten their names except in a few cases. Fortunately, some years ago an old record was found in Berks County containing the first assessment of taxables in the county and probably made in the year 1753. This contained the list of taxables in two proposed townships above the Blue Mountain, Brunswick and Pinegrove. The Indian War intervened, and Brunswick township was not legally established until 1768, and Pinegrove until 1771. This earliest assessment of 1753 shows fifty-six taxables in Brunswick and an entire levy of ten pounds and eighteen shillings taxes. The tax collector was Francis Yarnall. The number of taxables in Pinegrove township was twenty-nine. The tax levied, three pounds, sixteen shillings, six pence, and the tax collector was Nicholas Long. There is also a list of twenty-five names on a petition of residents of Berks County living within four miles of Fort Franklin protesting against the abandonment of that fort, none of which names appear on these assessments. In addition, there will be found reference to the names of perhaps thirty or forty other settlers in the accounts of depredations in the French and Indian War. Roughly speaking, the names of about one hundred and fifty settlers have been preserved who were residents north of the mountain just prior or during that war; so that it would be safe to say there were over 500 people living in the region when Berks County was formed, which had probably been augmented by one hundred families later on, making the population probably around a thousand people. When Fort Lebanon was built, it was stated it was to guard about a hundred families in the new purchase. The effect of the French and Indian War so depleted the population that ten years after the war there were not over about six hundred inhabitants in the same region. The alliance of the Delawares with the French, brought on by the disastrous defeat of General Braddock, was felt by this region almost more than any other part of the province. We were the extreme borderland, the frontier, and what is now Schuylkill Haven was in the very centre of the fray. The Indian trail that passed through it was the most important in the whole region. Down it came the marauding Lenape, and from here he deployed in every direction. The Indian never stayed long enough to be opposed, but fell suddenly on the scattered settlements, massacring and taking prisoners and were gone before the authorities could be notified or a force could be raised to oppose them. These marauding parties were often few in number and a determined stand would have sent them flying, but such was the terror that they had instilled

in the settlers that the war whoop of the savage produced a panic that made every one flee in terror.

Forays of 1758

THE JOHN HARTMAN MASSACRE

The first blow struck in what is now Schuylkill County was near Orwigsburg, where on the 16th of October, 1755, while his wife and one son were away at a mill, John Hartman and another son were brutally murdered by the Indians, and his daughters Regina and Barbara were carried into captivity. This story of Regina, the German captive has brought up a long contest as to where Regina really lived and what her name was. All the evidence produced so far does not contradict the old historical location near Orwigsburg. It is true Colonel Bouquet's lists of returned prisoners do not show a Regina Hartman. Neither do they show a Regina Leininger. They do show a Rachael Leininger and a boy by the name of Le Roy but the story of the attack and journey of the captives as given by Regina Hartman and by Barbara Leininger, the sister of Rachael Leininger, are so dissimilar they could scarcely be one and the same occurrence.

HENRY HARTMAN, EVERHARD AND SCHAEFER MURDERS

On October 30, 1755, Adam Reese, an inhabitant over the first mountain (Blue) about six miles from Lawrence Houts, who lived on the south side of the mountain, between eleven and twelve o'clock heard three guns fired towards the plantation of Henry Hartman, his neighbor, about one-fourth mile away. Taking his gun with him he investigated and found him lying dead upon his face on the floor, and his head scalped, but saw nobody else. Whether or not Henry Hartman had a family and if he had, what became of them, is as yet unknown. Next day, October 31, while William Parson was proceeding to investigate the Henry Hartman massacre, he reports: "When I got to the top of the mountain I met some men who said they had seen two scalped men lying in the Shamokin road about two or three miles from the place. Wherefore we altered our course, being twenty-six in number, and went to the place, and found the two men lying dead and scalped about three hundred yards from each other. We got a grubbing hoe and spade from a settlement about one-half mile away and buried them. One of the men had a daughter with him that is yet missing, and the other had a wife, and three or four children that are missing. One of the men had been over the south side of the mountain with his family and was returning with his daughter to fetch some of their

effects that were left behind." This was the murder of George Everhard, his wife and five children, and Baltzer Schaefer and daughter. Margaret Everhard, the six year old daughter of the Everhards was carried into captivity and her story rivaling in interest and pathos the story of Regina has been told by Judge Henning in Schuylkill County His. Vol. IV, page 121. The settlement where they procured the tools to bury the murdered must have been the nucleus of the town of Pinegrove.

MURDER AT DIETRICH SIX'S

On November 15, 1755, as the watch was going to the Dietrich Six block house, which was on the old Shamokin road, about five miles from Pinegrove, where Fort Henry was afterwards built, they were attacked by Indians and John Leyenberg, Rudolph Kendel, George Wolf, John Appel, Caspar Spring, Jacob Ritzman, Frederick Wieland and George Martin Bour were killed. The next night the house of Thomas Brown or Bower on "Swatara Creek" was attacked and they shot Philip House, a shoemaker, and murdered Henry Koble's wife and five children and a daughter of William Stein. Conrad Weiser says that these murders were all committed south of the mountain, but if Thomas Brower's house was on the Swatara Creek, it must have been north of the mountain, as the branch below was known as the Little Swatara. It is also just possible that some of those murdered were fugitives from north of the mountain who being without employment had enlisted in the service. The Indians in this foray addressed some of the children in high German, showing that they had mingled with the German inhabitants of the eastern part of the province.

THE FRONTIER FORTS

Of course while this was going on here, hundreds of settlers had been killed or captured in other parts of Pennsylvania. On the 27th of November, 1755, the Legislature of the province enacted into a law and presented to the government an act for striking sixty-thousand pounds. This fund was used to equip rangers and build the frontier forts. There was a long line of them built at intervals of about twenty miles, usually with smaller ones half way between the larger forts along the whole line of the Blue Mountain. It was a "far flung battle line," extending from Maryland to the Delaware River. There were six of these forts that contributed to the safety of this region, though but two, Forts Lebanon and Franklin were within the borders of this county. As these forts have been variously described I will do little more than mention them and state their location. The most western of them that contributed to our defense was Fort Swatara, situated in Lebanon County where the Swatara breaks

through the Blue Mountains, about three-fourth mile from Innwood. The troops of this fort ranged eastward to Fort Henry, which was built on the Dietrich Six farm about a mile and a half from the county line south of the mountain on the road leading from Pinegrove to Millersburg. The garrison of this fort ranged through Pinegrove and Washington Townships and as far east as Fort Northkill, eleven miles east of it. Fort Northkill stood about two miles south of the county line at the base of the mountain and about two miles distant from Strousstown. Its garrison ranged the southern part of the county as far as Fort Lebanon to the east and Fort Henry to the west. About two miles above Fort Northkill on the summit of the mountain and just within the Schuylkill County line stood Dietrich Snyder's block house, sometimes referred to as Fort Dietrich Snyder, though it never was, properly speaking, a fort, just a settler's log house. Its high and commanding position gave an excellent view of the valley north of the mountain and the approach of marauding Indians could be discerned by the trail of smoke from the burning building and reported to the commander of the fort below. Then again, this building properly garrisoned commanded the road over the mountain, the same road that today runs across the mountain from Summit Station to Strausstown, and tradition says it was occupied for that purpose.

Fort Lebanon, sometimes referred to as Fort Bohundy and Schuylkill Fort, and whose name was afterwards changed to William, was eleven miles east of Fort Northkill. It was located in Schuylkill County on the north bank of Bohundy or Pine Creek, at the junction of the old Indian trail, leading from Reading to Shamokin, now Sunbury, with a road running east and west, about midway between Auburn and Pinedale. It probably took its name from the old Lebanon Evangelical Lutheran Church, which stood about two miles northeast of Hamburg and whose congregation was formed about 1750. It was built either in December, 1755, or January, 1756, and was older than any other fort in the region. It was probably started by the settlers as Commissioner Young says. Something considerable was given to it by the surrounding people. The fort was 100 feet square, stockade 14 feet high; house within 30 by 20, with a large store room; spring within; a magazine 12 feet square, located on a barrel; not much timber around it; 100 families protected by it within the new purchase. Captain Jacob Morgan was its builder and commander, and was also in command of Fort Northkill. His garrison ranged eastward to Fort Franklin, southward through Windsor township, northward along the Schuylkill and its tributaries, and eastward to Fort Allemengel, or Franklin. There were times when the settlers in the region flocked in a body to this fort for protection, and several times the

commander has reported that there were more than 100 refugees in the fort. The ladies of the Mahantongo chapter of the Daughters of the American Revolution have marked the location of this fort with a beautiful monument on which, unfortunately, a glaring historical error is made. They say it was erected by Colonel Jacob Morgan. This is incorrect. The Colonel commanding the regiment and who gave to Captain Morgan the orders to proceed to that point and erect the fort, was Colonel Conrad Weiser. On January 25, 1756, Benjamin Franklin who was then at Fort Allen (Weissport) sent Captain Foulk to build another fort "between this and Schuylkill Fort." This fort was finished sometime in February and was named after Mr. Franklin, though it is often referred to as Fort Allemengel. Allemengel was a term used by the Germans to designate the back portion of the country not yet erected into townships, and literally translated meant, the Great Common. Unfortunately, I. D. Rupp took a misspelling that occurred at several places "Allemangel" and translated it All Wants, which most writers have followed. This fort stood on a hill in West Penn Township, this county, about three-fourth mile from Snyders on the road across the Blue Mountain, to Linport, about a quarter of a mile from the West Penn Station of the Schuylkill and Lehigh Valley Railroad and about nineteen miles northeast from Fort Lebanon. Its poor construction soon doomed this fort, and its garrison was withdrawn and stationed on the south side of the mountain at Fort Everett. There is a tradition that the settlers were accustomed to take refuge in the mill known years ago as Stine's Mill, now as Stoudt's Mill, located about two miles southwest of Snyders near the base of the Blue Mountain. In this vicinity the Indians had captured a Mr. Fies and his son. The bones of Fies were found a long time after about a half a mile from his house, but his son was never heard of again. There is also a tradition of a block house that was used as a house of refuge on what was formerly the Schwartz Farm, now in the Borough of New Ringgold. The garrisons of Forts Franklin and Everett ranged the valleys westward to Fort Lebanon and eastward to Fort Allen at Weissport.

EVENTS OF 1756

On January 8, 1756, an expedition was formed in Albany Township, south of the Blue Mountain, to attack some marauding Indians north of the mountain. On reaching the summit some of them discharged their guns which apprised the Indians of their approach, who laid in ambush for them, and three of their number were killed. Among the signers of the petition asking the Lieutenant Governor not to remove the garrison at Fort Franklin are the names of the widow of Mark Grist and the widow

of George Kramer, which said Grist and Kramer lost their lives in defense of their country last fall. This may refer to this engagement which took place either in East Brunswick or West Penn Township.

GERHART AND REICHELDERFER MASSACRE

On the 14th of February, 1756, the Indians came to the house of Frederick Reichelderfer, shot two of his daughters, set his house and barn on fire, and burned up all his grain and cattle. Then they went to the house of Jacob Gerhart where they killed one man, two women and six children. Two children slipped under the bed, one of which was burned; the other escaped and ran a mile to get to the people. Three men who had seen the shocking affair told Jacob Levan that eleven were killed, eight of them burned, and three found dead out of the fire. An old man was scalped; the two little girls were not scalped. I. D. Rupp places this massacre in East Brunswick Township. It is thought by many to have occurred at Pinedale.

ZEISLOFF MURDER

On the 24th of March, 1756, says the Pennsylvania Gazette, ten wagons went up into Allemengel to bring down a family with their effects and as they were returning about three miles below George Zeisloff's, were fired upon by a number of Indians from both sides of the road, upon which the wagoneers left the wagons and ran into the woods, and the horses frightened at the firing, and terrible yelling of the Indians ran down a hill and broke one of the wagons to pieces. That the enemy killed George Zeisloff and his wife, a lad of twenty, a boy of twelve, also a girl of fourteen years, four of whom they scalped. That another girl was shot in the neck and through the mouth and scalped, notwithstanding all which she got off. That a boy was stabbed in three places, but the wounds were not thought to be fatal. That they killed two of the horses and five were missing with which it is thought the Indians carried off the most valuable goods that were in the wagons. Captain Weiderholt reports that in March, 1756, George Zaislove and his wife and three children were killed, and the wife of David Bailman and two of his children. (Pa. Mag. Hist. Vol. 32, pg. 127). This probably refers to the above incident. He also says that in February, 1756, Boldes Zaislove was killed and the son of George Zaislove was killed, and another son taken prisoner. This was probably what lead to the flight of the family on March 24. About twenty-five years ago Mr. Nathan Kind, then a resident of one of the Brunswicks, and a descendant of the Nicholas Kind who had signed the protest against the withdrawal of the garrison at Fort Franklin, at that time almost eighty

years of age, and with a wonderful memory, told me that there was a tradition of the murder of two Moravians with their families in the region of Fort Franklin about the time it was being built. These were probably the Zeisloff or Seisloff family. There is also a tradition of an old burial ground in Indian times situated three miles north of Kepners near a creek which empties into Lizard Creek at Snyders. This is probably the burial place of these families.

NEYFANG AND BAUMGARTEN MASSACRE

In March, 1756, the mill of Peter Conrad which stood near Landingville was burned. The daughter of Martin Woerner who lived on the next



PRESENT MAIN STREET LOOKING EAST

tract to him was either murdered or taken prisoner. The house and barn of Barnabas Seidel was laid in ashes; the wife of Baltzer Neyfang was killed and his son taken captive; and a son of Valentine Baumgarten was taken captive and his wife killed. Next morning Seidel's servant informed Captain Morgan and he, with seven men, went in pursuit of the enemy but did not find any. On his return he met David Howell who told him that when on his way to the watch house these Indians shot five times at him. The last shot went through his arm. Barnabas Seidel lived between Pine

Creek and Port Clinton. Baltzer Neyfang lived a little north of the borough line of Schuylkill Haven in Nosedale Valley. His house stood near where Clayton Killian's now stands. Adam Baumgarten's house stood in the vicinity of the Schuylkill County Alms House Farm at Schuylkill Haven.

CLAUSE AND WEIDNER FORAYS

On March 6, 1756, the same day the Neyfang murder was reported, Captain Morgan reports the murder of Jacob Clauser north of the mountain, and Peter Spyker the murder of an old man named Clause and his wife north of the mountain, in April. On October 15, 1756, Captain Morgan reports George Weidner, Jr., missing. The old Red Church stood on the land of George Weidner. So this probably fixes the date of the burning of the first edifice. There is a tradition in the Deibert family that the church was not entirely completed when burned by the Indians, and that two of Michael Deibert's sons who were working upon it were killed by the Indians. George Weidner, Jr., was returned to Colonel Bouquet together with two Deiver boys, which as that was the way the English spelled the Deibert name at that time, was probably the occurrence referred to in the tradition and the boys were taken prisoner and not slain.

CULMOR FELL AND NICHOLAS LONG

November 3, 1756, at the house of Philip Culmor, a mile from Fort Lebanon, Culmor's wife, daughter, and son-in-law, Martin Fell, were murdered and scalped, and Fell's wife and three children were taken captive. It was a most brutal murder, the woman being stuck like a pig. A fire had been reported to Captain Morgan in the direction of John Finscher, which was in the West Ward of Schuylkill Haven. A detail sent from the fort, when they reached the place, found Finscher's building in flames, but could find no one. They then hurried to Culmor's to give the alarm and discovered the massacre. This massacre must have occurred somewhere in the vicinity of Auburn. It gave to that part of the Summer Mountain between the River Schuylkill and Pine Creek, the name of Scalp Hill. The Germans pronounce Scalp as though it were spelled Sculp, which brought about the change of the name into Sculp's Hill. The same day, while Lieutenant Humphreys of Fort Northkill was scouting after some Indians who had stolen a boy, he came upon a body of Indians who were attacking the house of Nicholas Long. Two of its defenders were slain. An old man by the name of Zumacher and Bernard Motz and ten women had taken refuge in the cellar of the house which was on fire when the lieutenant appeared. He drove away the Indians, put out the

fire, and rescued the women. A soldier by the name of George Goodman and one Indian were wounded. Nicholas Long was appointed the tax collector of the township that was proposed to be erected north of the mountain under the name of Pinegrove. His house stood probably about a mile west of the borough line of Cressona. The effect of this massacre was to drive more than sixty women and children into Fort Lebanon, so that the commander complained of its overcrowded condition. Peter Spyker reports that in October, 1756, Philip Ginther's wife, son-in-law, and a daughter were killed and scalped, and a daughter and two children taken captive over the mountain.

BURNS AND SCHLOSSER

In November, 1756, the Indians carried off the wife and three children of Adam Burns. The youngest child was only four weeks old. Rupp puts this in East Brunswick Township. On November 28, 1756, Jacob Steinbrooke was murdered, and Catharine Yeager was made captive at the house of a man named Schlosser, probably in East Brunswick or West Penn Township. This seems to have been the last foray made in this year. It must not be supposed that this region suffered any greater than the rest of the Blue Mountain region, for up to this time from three to four hundred murders were reported along the mountain and of course many were never reported.

EVENTS OF 1757

Adam Miller was killed and scalped April 28, 1757. This is reported by both Peter Spyker and Captain Morgan, who gives his name as John Adam Miller. No details are given and no location except north of the mountain. The name of Adam Miller appears on the Brunswick assessment of 1753. June 22, 1757, Adam Trump was murdered in Allemengel by Indians and his wife and son were taken prisoner. The woman escaped though the Indian who pursued her threw his tomahawk at her and cut her in the neck. Next day the son managed to make his escape to Fort Lebanon. Rupp tells this story in connection with the history of East Brunswick Township. About this time the murder of a young girl in a spring house north of the Blue Mountain is reported by Sauer's German paper. This is probably the murder of Elizabeth Dechard in the South Ward of Schuylkill Haven. A journal of the event of the month of July, 1757, was kept by Captain Morgan. One of his entries is as follows: "16th. The rain continued but more moderate. Our parties could not return. We stayed in the fort and guarded as usual. The party ranging up Long Run among the vacant houses found old tracks but no new." This shows the

Long Run has been known by that name ever since the white man's occupation. His journal also shows how his men were detailed from day to day to guard the farmers at their harvest work. On July 2, 1757, a party of Indians had crossed the mountain into Lynn Township, Northampton County, and committed a number of murders. Lieutenant Jacob Wetherhold went in pursuit of them and caught up with them in about four miles, and had a battle with them in West Penn Township. He wounded one of the Indians when the rest fled, and he recaptured a part of their plunder. Several years ago while reconnoitering in the vicinity where the battle was fought near Miller's siding, I was presented with a well preserved war spear point found there that might have been used in this very battle. August 21, 1757, Captain Morgan reported Peter Schmeltzer's three children missing. The Pennsylvania Gazette of September 1, 1757, says: "We hear from Berks County that several Indians have lately been seen near Fort Lebanon, and that on Sunday, August 21, the house and barn of Peter Smelke were burned and three children carried off, he, his wife and one child being from home at the time. This was done within two miles of the fort." Peter Schmeltzer's farm was on the opposite side of the Little Schuylkill River from Molino, and his children were returned to Colonel Bouquett. The Gazette goes on to say October 6 and 13, that their accounts from the frontier are most dismal. That some of the inhabitants are killed or carried off; houses burned, and cattle destroyed daily; that at the same time the people are afflicted with severe sickness, and die fast, so that in many places they are neither able to defend themselves when attacked, or to run away. Captain Weiderholt reports the daughter of Henry Frantz was taken prisoner in September, 1757. He does not give the location except that it was along the mountain and east of the Schuylkill. This is probably the Elizabeth Frantz returned to Colonel Bouquett who was probably stolen by the same foraging party that took the Schmeltzer children. On the 12th of October, 1757, Michael LaChauvegnere, Jr., the seventeen year old son of a French commander of Fort Machault, himself a French officer, in command of an Indian foraging party, from whom he had become separated, was captured at Fort Henry, having wandered alone several days in the region north of the Blue Mountain. From this period on we can find no more massacres north of the mountain until in Pontiac War. While the French and Indian War did not terminate until the treaty of peace in January, 1763, the Easton treaty signed with the Delawares brought relief to this region.

LIGHTFOOT SURVEY

Such was the peace enjoyed at this time in the region that on March

22, 1759, Benjamin Lightfoot made a survey for a provincial road to Fort Augusta at Shamokin. Spending the night previous in the abandoned home of Valentine Baumgartner, he started the survey near the poor house farm below Schuylkill Haven, crossing to Connors and Cressona and going up the West Branch Valley through Llewellyn. Two of his pioneers were John Finscher who resided at Schuylkill Haven, and Philip Marsloff, a lieutenant in the provincial guards who had settled near the base of the Blue Mountain.

PONTIAC'S WAR

All through the French and Indian war both sides had urged their Indian allies against their enemy, and the greater minds among the Indians had clung to the hope that the French and English would mutually exterminate each other. The French were mostly traders, and were not so much feared by the Indians. The English were settlers and held what they took. The Algonquin Indians had from the first been close allies of the French and foes of the English, and were greatly disturbed by the English success. Pontiac, an Ottawa chief, realized the situation, and believed that if the Indians could be united the English could be driven back. By his extraordinary ability he persuaded a number of tribes to unite and make a determined attack. At a preconcerted time all forts and outposts were attacked and many of them surprised and captured. The blow fell heaviest on Pennsylvania. With the exception of few forts everything west of the Susquehanna was abandoned. Fort Pitt held out though it might fall any minute. A relief force was sent out under Col. Bouquett, who about twenty-five miles from Fort Pitt narrowly escaped Braddock's fate, but Bouquett was a far better general than Braddock and the threatened defeat was changed into victory. He not only defeated the Indians in a decisive battle but compelled them to bring in and liberate many of the captives they had taken.

JOHN FINCHER AND NICHOLAS MILLER'S MASSACRE

Pontiac's War gave the Indians another excuse to devastate the region. A letter from Reading dated Sept. 1763, says, a few of the rangers who had encamped in Berks County were apprised of the approach of Indians by their out scouts. The Indians approached cautiously to take them by surprise; when near they rushed forward with a savage yell but the rangers sprang to their feet, shot the three in front, the rest fled into a thicket and escaped. During the same month (about the 10th) eight well armed Indians came to the house of John Fincher, a Quaker residing north

of the Blue Mountain, in Berks County, about twenty-four miles from Reading, and within three-quarters of a mile of a party of six men of Capt. Kern's company of rangers, commanded by Ensign Shaeffer. At the approach of the Indians John Fincher, his wife, two sons and daughter immediately went to the door and asked them to enter and eat; expressed the hope they had come as friends and entreated them to spare their lives. To this entreaty the Indians turned a deaf ear. Both parents and two sons were deliberately murdered on the spot. The daughter was missing after the departure of the Indians and it was supposed by cries heard by neighbors that she also was slain. A young lad who lived with Fincher made his escape and notified Ensign Shaeffer, who instantly went in pursuit. He pursued them two miles to the house of Nicholas Miller, where he found four children murdered, the Indians having carried two others with them. Miller and his wife had been at work in the field and saved their lives by flight. Miller was pursued by the Indians nearly a mile and was twice shot at. Ensign Shaeffer continued his pursuit and came upon the Indians. After a short conflict the enemy fled leaving behind Miller's two children and the plunder they had taken. The Indians had scalped all their victims but Miller's infant, about two weeks old, whose brains they had dashed out against the wall. Nicholas Miller lived in the Long Run Valley. His farm would be intersected by the line between North Manheim and Wayne townships. John Fincher's settlement, as said before, was in the West Ward of Schuylkill Haven. His daughter Rachael, was not murdered, but was returned to Col. Bouquett.

On Sept. 10, 1763, five Indians entered the house of Philip Martzloff at the base of the Blue Mountain, murdered and scalped his wife, two sons and two daughters; burned the house and barn; the stacks of hay and grain, and destroyed everything of value. Martzloff was absent from home and one daughter escaped by running into a thicket. The father and daughter were left in abject misery. About the same time it was reported that three men who were going back to reoccupy their farms had been killed in the forks of the Schuylkill. By the forks of the Schuylkill was usually meant the territory north of the Little Schuylkill. It is probable that one of these men was the Godfrey Boyer murdered at what is now the East Ward of Schuylkill Haven.

This was the last foray made by the Indians in these parts during the French and Indian War. They came back once or twice during the Revolution. It was a terrible toll that the Indians collected in this region by reason of the duplicity of the Quaker Assembly. The Assembly instead of starting immediately to protect the frontiers, had caved and fought

with the proprietaries as to the matter of taxation, and had never acted until the frozen corpse of one of the murdered settlers was taken down to Philadelphia and deposited in the Assembly chamber, and the threat was made that all the back inhabitants would flee their farms and quarter themselves upon the city. When they did act, it was too late. The consequence in the end was as tragic to the Quakers as it had been to the frontier residents. Up to this time the Pennsylvania Germans had always voted with the Quakers on every matter of public policy. From this time on all was changed. Within ten years time from the first massacre perpetrated in this region, the Quaker had passed out of the governing power of the Quaker Colony, and had passed out forever.

The Schuylkill Canal

H. C. WILSON

ONE of the most potent factors in the development of our country was the vast network of canals constructed during the first few decades of the nineteenth century. For many years prior to that—back to the time of the Revolution, and even earlier—the need was felt for better means of transportation than that afforded by the roads of those days. The country was poor, however, and capital was lacking to undertake any great public improvement. It is true that a few short canals were built as early as the administration of President Washington, but it was not until after the War of 1812 that the great (and short) era of canal building began. During the twenty or thirty years following the year 1820, several thousands of miles of canals were put into operation in the eastern states. New York had its Erie Canal, with its different branches, over four hundred miles in length, now known in its greatly enlarged form as the Barge Canal. Pennsylvania had the Pennsylvania Canal, running the entire length of the Susquehanna River and across the State; the Delaware & Hudson; the Lehigh and its connecting canal—the Delaware Division, and the Schuylkill Canal. New Jersey had the Morris Canal and the Delaware & Raritan. The Delaware & Chesapeake, a ship canal, was built across the State of Delaware, connecting the Delaware River with Chesapeake Bay; it is still in operation and is being enlarged. The Chesapeake & Ohio Canal followed the course of the Potomac River westwardly. In the State of Ohio alone, one thousand miles of canal were constructed.

But all this great system of waterways was doomed almost to extinction while it was yet comparatively new, and fifty years at the most saw the beginning of the end for nearly all of them. The boatman's horn had called for the locks but a very few years when the first harsh, challenging shriek of the locomotive was heard; and as the railroads developed, the canals declined, and one by one passed out of existence, until now only a few remain. Of the many hundreds of miles of canal built in Pennsylvania, less than two hundred miles are still kept open, with very little traffic passing through. These are the Lehigh and Delaware Division Canals, and the Schuylkill; the former in operation from Laury's, about twenty miles below Mauch Chunk, to its outlet at Bristol, on the Delaware River; and the latter from big Blue Mountain dam, below Port Clinton, to Philadelphia.

It is of the Schuylkill Canal that this paper is intended to treat. It is written at the request of the chairman of the Historical Committee appointed by the General Committee having in charge the celebration of Schuylkill Haven's 175th anniversary. The writer does not depend wholly on his own researches, but takes the liberty of quoting freely from other writers, whose articles have appeared in print from time to time. Among these is a very able and interesting paper read before the Historical Society of Schuylkill county and printed in its Publications, prepared by Edwin F. Smith, who was assistant engineer of the canal from 1862 to 1875, and chief engineer from 1876 until his retirement about the year 1912. He



Taken about 1822-5. Group of canal officials and others, in front of the Navigation Company's office building, at lock No. 12, Coal St., Schuylkill Haven. Those standing in the foreground are (left to right): (1) William Kirkpatrick, (2) John Campbell, (3) John Rickson (man with white beard), (4) Al. Burton, (5) John Lingle, (6) Fred Galt, (7) Patrick Campbell, (8) Zach Galt. Seated, left to right: (1) Andrew K. Whalen, (2) Thomas C. Zulick, (3) Henry Zulick, (4) W. A. Field. (Original in possession of Mrs. John Keeley. Photographer unknown.)

succeeded his father, James F. Smith, who was chief engineer from 1850 to 1876. With the records at his command he was able to give the history of the canal from an engineering standpoint, and to state other facts and dates not available to anybody else. Other sources of information are the Schuylkill Chronicles, a series of papers printed in the same Publications, prepared by Dr. H. J. Herbein of Pottsville, containing gleanings from the Miners' Journal and other early newspapers of the county.

From early Colonial times up until the canal era a constantly increasing traffic was developed on the Schuylkill River by means of flat-

boats, rafts, arks, and other forms of water craft. These were floated down when the water rose above its usual height. The products of the upper regions were taken to the city in this manner, including timber from the dense forests of what is now Schuylkill County. These boats and rafts were broken up when they reached their destination and sold for the timber in them, as it was impossible to bring them back up the stream. The men who had taken them down walked home, perhaps getting rides on wagons on the way back. This traffic became very considerable as time went on, but as it depended entirely on the uncertain volume of water flowing in the river, and was a one way traffic only, there was an increasing demand for a lock navigation of the river.

The earliest record of any definite action toward this end is found in the Act of Assembly approved March 14, 1761. This act recites that "the river Schuylkill is navigable for rafts, boats, and other small craft, in times of high 'freshes' only;" that "improving the navigation of the said river so as to make it passable at all times, will be very advantageous to the poor, greatly conducive to the promotion of industry, and beneficial to the inhabitants residing on or near said river." Commissioners were appointed to receive subscriptions and apply the money realized to "clearing, scouring and rendering the said river navigable and passable for boats, flats, rafts canoes, and other small vessels, from the ridge of mountains, commonly called the Blue mountains, to the river Delaware." The commissioners were empowered to blow up or remove all trees, rocks, fishing dams, wires, and every other obstruction to navigation, and to make and set up "any dams, pens for water locks, or any other works whatsoever, and to make towing paths."

No work seems to have been done by these commissioners. New boards were appointed by amendments to the act, in 1773 and 1781, the latter act reciting that on account of the death and removal, or engaging in other occupations, of some of the previous board, the work could not be properly carried into execution. Evidently some work was done after that, for the Act of April 11, 1793, states that "in order to improve the navigation of the river Schuylkill, dams have been erected therein, by reason whereof the channel in many places has become very narrow and restricted," and prohibits the placing of fish nets or other devices across any navigation of the river Schuylkill, dams have been erected therein, by reason of the several bridges over the river to open the same for the passage of boats or rafts "which have occasion to ascend or descend said river," without fee or reward.

There is no record as to how far up stream these improvements to navigation extended, nor as to whether locks were constructed. Whatever

the improvements to the river were, or the rights of the parties making them, they were all subsequently acquired by the Schuylkill Navigation Company, which was incorporated by Act of March 8, 1815, under the title of "The President, Managers and Company of the Schuylkill Navigation Company."

This act provided for the construction of a lock navigation from the "Lancaster Schuylkill bridge" in Philadelphia to the mouth of Mill Creek in Schuylkill County, a distance of 108.23 miles. It provided that "The Company shall divide the river into two sections, the first extending from Lancaster Schuylkill bridge (now Callowhill Street, Philadelphia) to the Borough of Reading, and the second from the Borough of Reading to the mouth of Mill Creek; and shall commence their improvements of the first section at or near the lower falls in the County of Philadelphia, and at the same time shall commence their improvements of the second section at or near the Borough of Reading, and shall proceed upward in each section with the improvements; and it shall not be lawful to demand toll from any person for the passage of any boat or other craft through a lock or locks in the first section until a lock or locks be completed within the second section. and so to progress with similar improvements in each section until both are finished."

The dams were to be constructed of the width of at least fifteen feet, "so as to admit a safe passage for wagons and other carriages over the same," and were to be kept in repair "as a fording place for all persons desirous of passing over the same." They were also to be built so that "at least thirty feet in width in the main channel shall be twelve inches lower than any other part of such dam, so as to contract the water passing the river within that space, and the same shall be made with an even surface, and with a slope to extend down the river four feet for every four feet the dam or dams shall be built in height." "At all dams where there is not made a slope convenient for the passage of rafts of timber, boards and scantling as aforesaid, such rafts of timber, boards or scantling, if they do not carry some article of merchandise, shall be permitted to pass the locks free from toll." It was also provided that the boatmen must blow a trumpet or horn one-fourth mile away from the locks. The locks were required to be at least twenty feet wide and one hundred and twenty feet long. These dimensions were altered by the Act of February 8, 1816, to not less than seventeen feet wide by eighty feet long. The type of dam required to be built was also changed.

The navigation was what is known as a slackwater navigation, consisting of about forty-six miles of slackwater created by dams, and about

sixty-two miles of connecting canals. The lockage from dam No. 1 at Port Carbon to tide at Philadelphia was 618 feet.

The work of construction was begun probably late in 1816. Great difficulty was experienced by reason of the requirement of the Legislature that work should proceed on two sections simultaneously. The sections being so far remote from each other, proper superintendence could not be given to both at the same time. In Schuylkill County, the section between Mount Carbon and Schuylkill Haven was well under way by 1818. In that year a large portion of the work done was destroyed by a freshet, but construction was immediately resumed, and by the close of the year 1820 the navigation was reported as completed "with the exception of a tunnel, a short canal and three locks, from the vicinity of the coal mines to Kern's mill, about a mile from Hamburg." The tunnel spoken of was cut through the hill about a mile below Landingville, and was the first tunnel in the United States. It was originally about four hundred feet in length, and was regarded as a great curiosity; people came long distances to see it. It was shortened from time to time, and about 1857 was made an open cut, but to this day men and boys go "down to the tunnel" to fish.

During the year 1821 the tunnel and other short sections of canal above Hamburg were completed, so that in the fall of 1821 coal and other products were transported to Hamburg. There remained to be done the section between Hamburg and Reading, as well as portions of the line below Reading. One section after another was completed, but through transportation from Mount Carbon to Philadelphia was not had until late in 1824 or the beginning of 1825. For a short time the boats were towed by men, until the towpath was put in condition for horses and mules. Poulson's Advertiser of May 23, 1824, speaks of the work going on at that time in the construction of the locks below Reading and states that "in a very short time we will have the pleasure of seeing the boats gliding through Reading." This seems to contradict Mr. Smith's article, in which he says that at the close of the year 1821 there remained to be done only the section between Hamburg and Reading, "to complete and render perfect the navigation from the city of Philadelphia to the coal mines in Schuylkill County." In 1828 the canal was extended from Mount Carbon to Port Carbon.

In the Reading Journal of June 18, 1825, we read: "This has been a busy week upon our artificial line of communication between the coal mines and Philadelphia. Trivial leaks occasionally occur which render it prudent now and then to draw off the water, as it gives solidity to the new embankments, and will, no doubt, prevent any recurrence of disasters, similar to

those met with last fall. We may now say that the whole work has nearly arrived at the climax of perfection."

The completion of the canal, however, did not establish a "perfect" navigation. In *The Schuylkill Canal Navigator*, by S. Alspach, published in 1827, the author says: "The Schuylkill Canal is considered very difficult without an experienced navigator or proper directions; especially the lower part from Reading to Philadelphia, occasioned by rocks, points and bars." Captains leaving Philadelphia were instructed to "Tow the whole way to Manayunk. Let the horse go at a slow walk. Attend to the line. Keep a lookout for stumps and rocks. Keep out about 10 or 15 feet, according to the situation of the place, till you pass through the Little Canal, then keep out about 30 feet till you come to Young's Landing. Then keep the towpath channel at the Falls about 10 or 12 feet from shore, and so continue till you have passed the rocks."

This section of the canal seems to have remained difficult through all the years of boating. The *Miners' Journal* of Sept. 28, 1888, speaks of the "rockbound channel between Manayunk and the Falls of the Schuylkill." Much trouble was experienced in the section of canal passing through the limestone strata above Reading, due to leakage of water into the underground fissures, and it was decided to re-locate it. The four dams in the river between Reading and what is known as Peacock Locks were built, together with their locks, and placed in use in June, 1833, whereupon the faulty section of the canal was abandoned.

The canal was first built for boats of eighteen to twenty-three tons capacity, seventy-five feet long and eight feet wide, designed to pass in pairs locks seventeen feet wide, and the depth of water was only three feet. The rapid increase of business soon made it necessary to increase the depth of water and the size of the boats. This was done so far as possible with the original construction, but as the capacity of a canal is determined by the size of its locks and the depth of water over the mitre sills, no great increase in capacity could be accomplished without building an entirely new line of locks and increasing the depth of channel. In the years 1833 to 1835 the first considerable enlargement of the canal took place. The depth of water was increased to four feet, and a double line of locks was erected throughout the navigation. The locks were placed side by side, so that boats could proceed in both directions at the same time. These locks were made of cut brownstone, and were beautiful specimens of masonry. They were not lined with planking. Many of them are still standing near the large locks which superseded them a few years later. Blocks of stone taken from some of the dismantled brownstone locks, stained to a rusty

color by the action of the water in which they had been immersed, may be seen at various places, notably in the retaining wall of the Reading railroad a short distance above the Mount Carbon underpass of the State highway.

In the enlargement of 1833-1835 the boats were increased in width to thirteen feet, and the capacity to an average of sixty tons. It is recorded, however, that in 1843, with the levels kept as full as possible, one boat, the "President," went through from Pottsville to tidewater, drawing forty-nine inches of water and carrying 71½ tons of coal. The locks were 80 feet long, reduced in width to 14 feet, and passed but one boat at a time. In this year (1843) there were about 800 boats on the canal. Of these 278 were covered boats, used for the through traffic to New York. The coal tonnage for the year was 447,058 tons. 119,972 tons were taken through the Delaware & Raritan Canal to New York.

From 1825 to 1832 packets were run between Reading and Philadelphia. Trips were made three times a week. The fare was \$2.50, and a trip was made in a day. Meals were furnished on board, but there were no berths for sleeping. The packets were well patronized, but were withdrawn on account of the increasing traffic on the canal. The first steamboat on the canal came from Philadelphia to Reading in 1826. Twenty years later, in 1846, steam packets were introduced, but did not continue long in operation. They ran daily, except Sunday, between Reading and Philadelphia, leaving either end at 2 P. M., and arriving at their destination the following morning. The fare was one dollar a trip.

The success of the canal was far beyond all expectations, due principally to the rapid expansion of the coal trade. The first dividend on the stock was declared in 1829. In that year the total traffic was 134,524 tons. Ten years later (1839) the volume of business from all sources amounted to 686,716 tons, and dividends of nineteen per cent. per annum were paid. The Union Canal, connecting the Schuylkill at Reading with the Susquehanna, was put into use in 1827, contributing greatly to the tonnage of the Schuylkill Canal; and the Schuylkill likewise furnished tonnage to the Union. Coal was taken from Schuylkill Haven to Womelsdorf, Lebanon, and other points along the line.

With the enlargement of the canal in 1833-1835, it became necessary to provide storage dams upon which to draw during times of low water. The lower Tumbling Run reservoir was placed in use in 1834. It has a capacity of 180,000,000 gallons of water, and was constructed partly under the supervision of George Duncan, a noted engineer and builder, and Edward H. Gill. Mr. Gill also built the upper Tumbling Run dam, which was completed in 1836, and has a capacity of 225,000,000 gallons. Mr.

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EARLY CANAL SCENES

DESCRIPTION OF PICTURES

1. Little steam-boat, the Petrel, (William Mellon, pilot, and -----? Major, engineer) in the Schuylkill Haven basin, known as "The Level".

2. Canal mules and driver, probably a Company team.

3. Loaded boats, probably being towed, below the Reading Railroad bridge.

4. Stable and mule-yard.

5. Schuylkill Haven basin, below the present Broadway Bridge. The boat in the foreground is privately owned, as shown by the roof of the stable in its centre. Two of those immediately behind are "Company boats", since the Company mules were stabled along the route instead of on the boats. Loaded boats were kept to the right bank and "light boats" to the left, on this picture. The flat ground is "The Island" now overgrown with willows, and was a part of "The Irish Flat".

This information was furnished by Joann B. Bowman of Pottsville, whose childhood and youth was spent near the canal in Schuylkill Haven.

Duncan's skill was also shown in the building of the dams near Reading, and the three mile canal below Leesport, known as Duncan's canal, which is cut through solid limestone for some distance. The Silver Creek reservoir was also constructed as a canal feeder.

In 1842 the Philadelphia and Reading Railroad was opened for business. Its effect upon the canal was soon felt very seriously, and it was seen that it would be necessary to greatly enlarge it in order to meet the competition of the railroad. Surveys were made with this object in view, and the proposed plan of enlargement was approved by the stockholders at the annual meeting held in January, 1845. The work was placed in charge of three division engineers. The upper division, extending from Port Carbon to Leesport, was completed by Ellwood Morris, Civil Engineer. His name is inscribed on a stone tablet set into the lock wall at Leesport.

In this enlargement, which has remained unchanged to this day, the number of locks was reduced from 109 to 72. They were built to accommodate boats 100 feet long by 17½ feet wide, drawing 5½ feet of water, and carrying 180 to 200 tons of coal. Considering the magnitude of the work, it was carried on with remarkable speed. Fairmount lock (Philadelphia) was opened on May 4, 1846, and the enlargement was gradually completed, so that the large boats were able to pass from Port Carbon to Philadelphia on November 16, 1846.

One may here pause and marvel at the great engineering and mechanical difficulties overcome, not only in the original construction of the canal, but in the subsequent enlargements and improvements. The difficult problems of surveying, the proper location of the locks and dams, the best type of dam to be constructed, the protection of the canal works against floods, and the question of water supply in times of drought all required engineering skill of the highest order. A dam across the Connecticut River at Holyoke, Mass., which had resisted the floods for many years, was taken as the pattern for the dams in the Schuylkill. There were then no steam shovels to excavate the channels. In quarrying the immense quantities of rock needed for the locks and the walls with which the canal banks were lined, all holes were drilled by hand, and modern high explosives were unknown. Roads had to be cut from the quarries on the hillsides, and the thousands of tons of rock laboriously transported by horse and wagon. Steam pumps were not in use at the time of the original construction, though they probably were in the last enlargement; and the problem of keeping the excavations for locks free from water, where located in the river, was most difficult. The following clipping from Poulson's Advertiser for May 23, 1824, is quite interesting:

"The labor attending canalling is to those who have never seen it almost incomprehensible. We happened to stroll along the bank a day or two ago, about half a mile below the borough of Reading, where the canal joins the Schuylkill. The place presented a scene of incessant labor. In digging the lock pits, which are sunk about five feet below the surface of the water, a spring burst forth, which discharges at least fifty gallons of water per minute. In order to enable those engaged to complete the excavation and building of the walls for the locks a pump of peculiar construction is worked by twenty-four men, twelve for the day and twelve for the night. There are three only at a time who can turn the pump, and the exertion required to throw the water out of the canal as fast as it issues from the spring is so powerful that no one set of three hands can stand it for more than a minute and the sets are generally changed every thirty or forty seconds. For those who have not seen this pump in operation the sight will be amply worth a visit."

But in spite of all the difficulties, the work was well done. The abandoned lock walls are as solid and straight, where not interfered with, as on the day they were completed. Dams were constructed which withstood the floods for half a century and more, and the cut stone locks of the enlargement of 1833-5 were regarded as the best cut stone work in the State.

• The completion of the enlargement of 1846 found the navigation company in financial straits, due to the loss of business during the years 1845 and 1846, the casting aside of the small boats formerly used, and the necessity for creating a new stock of boats. In this emergency, Frederick Fraley was elected president. He remained with the company for twenty-three years, and under his able management the business was developed to such an extent that for the thirteen years, 1855 to 1867, inclusive, the total coal tonnage alone was 15,003,500 tons, or an average of 1,153,333 tons per year. In 1859 the total tonnage of all classes was 1,699,101 tons (three times that of 1844), of which 1,372,109 tons consisted of coal. These figures were never exceeded in any one season. There were then about 1400 boats on the canal, each having a capacity of 180 tons. Nearly one-half of the amount of coal carried during this year went through to New York and vicinity. The boats that went to New York were towed by tugs from the mouth of the Schuylkill, up the Delaware River to Bordentown, and thence proceeded through the Delaware & Raritan Canal to New Brunswick. There they entered the Raritan River and Bay and were taken by tugs to their destination. For the purpose of towing, a large number of boats were fastened to one another, making a large tow, which was easily handled by the tugs. The mules were taken on board while the boats were

being towed by the tugs, and were quartered in a little stable built into each boat.

Under Mr. Fraley's management also arose the system of the leasing and sale of boats to individuals. Much of the business of the canal for many years was the transportation of limestone and slacked lime. Many boats were engaged in this trade exclusively.

The handling of the large volume of business at the landings required the company to have its own locomotives, cars, repair shops, etc. At one time it owned 3400 cars. These were used on the lateral railroads from the mines, with which arrangements had been made for securing tonnage. The principal one of these was the Mine Hill railroad, which was opened in 1831. This road furnished by far the greater proportion of the coal tonnage shipped on the canal. Of the total canal tonnage of 1,183,570 tons, for the year 1861, the Mine Hill railroad furnished 812,013 tons, all of which was loaded at Schuylkill Haven. Until after the construction of the Philadelphia and Reading railroad, the cars were brought down the Mine Hill railroad by gravity, and pulled back to the mines by horses. There were two tracks.

Late in 1831 the little Schuylkill railroad (also a horse road) was finished. The tonnage coming down this road was loaded into boats at Port Clinton, and weighed at a weigh-lock located at Kern's locks, above Hamburg.

In 1864 an agreement was entered into between the Navigation Company and the Philadelphia and Reading Railroad Company by which the coal trade, with certain restrictions, was divided in the proportions of fifty-five per cent. to the railroad, and forty-five per cent. to the canal.

Although the capacity of the canal was very greatly increased by the enlargement of 1846, the company was never afterward in as good financial condition as it had been previously. Several disastrous floods greatly damaged the works and caused long suspensions of traffic. The flood of July 19, 1850, caused a stoppage of business until August 26th; and on Sept. 2, 1850, only a few days later, the greatest flood in the history of the Schuylkill Valley occurred. In this flood the lower Tumbling Run reservoir was destroyed, and canal banks, lock-houses and dams greatly damaged. Twenty-three dams were injured more or less, and two of them had to be entirely rebuilt. One of these was the big Blue Mountain dam below Port Clinton. At Schuylkill Haven the railroad bridge was damaged. The navigation company's bridge to the Dundas landing was partly swept away, and large quantities of coal were washed into the dock. The Schuylkill Valley was strewn with the wrecks of boats, lumber, furniture, and fragments of buildings. The bridge over the river at Columbia Street was

also carried away. Following this flood, navigation was not resumed above Reading until the following Spring. In June, 1862, a flood delayed navigation for three weeks.

In October, 1869, another destructive flood stopped traffic for a month. In this year also the City of Philadelphia suspended navigation (unlawfully, as claimed) by drawing down the Fairmount dam to such an extent that it could not be navigated, in order to supply power to its wheels at the Fairmount pumping station.

The following interesting description of the floods of 1850 is taken from James K. Helms' History of the Schuylkill Haven School District, Chapter 26, published in the Schuylkill Haven Enterprise on May 29, 1886:

"It has been previously stated that the storms of 1850 commenced on the 18th of July and on that day and the following day, the 19th, it was of such a character that it caused strong men to tremble. In the valley of the Schuylkill it was particularly severe, and a vast amount of property was destroyed. At this place, in the south and west wards, much damage was done, the entire flats were inundated, a scow or canal barge went over the dam at this place, floated down the river to Boyer's bridge, when the bridge and scow were carried or washed away. The population of the borough was composed of many boatmen and men engaged in shipping coal. Heavy losses were sustained by the loss of boats, coal, and shipping improvements, while navigation was entirely suspended, and not resumed or restored until about the 24th day of August. The shipping of coal and the departure of loaded boats at this time caused considerable joy and confidence, as the best part of the season remained for that particular avocation. Sore disappointment was, however, in store for all. On the second day of September, 1850, the heavens opened, a second flood descended, what is known as Tumbling Run dam above Mount Carbon burst or broke, and the many dams along the Schuylkill by mere force followed suit, resulting in inevitable destruction along the whole line, and the close of navigation for the remainder of the year. This memorable deluge had the effect of depressing all kinds of trade, and with it the public schools also. The Tumbling Run dam or reservoir, which was the main cause of the high freshet, covered fully twenty-five acres of ground, was about forty feet high at the breast of the embankment, and it was supposed contained over one hundred million gallons of water. This immense volume rushed forward into an already heavy flood, and its effect as it came waving and dashing between the mountain gaps and gorges beggars description, though a sight magnificent to behold, but disastrous in its consequences. History informs us, together with many who yet live in our midst, that at some places the water rose twenty-five feet above its ordinary level, and covered the Reading railroad

tracks at several points for the depth of three to five feet. It was a flood that could not be compared to anything that ever occurred in the valley of the Schuylkill within the memory of man. In the elevation of the waters, both life and property were in imminent peril, lives were lost, much property was destroyed, and in many instances the most stable buildings were compelled to yield to the fury of the raging waters, while no living witnesses ever saw its parallel nor likely to see it hereafter.

For a number of years between 1840 and the early '50's the canal was infested with a rough, criminal element known as the Schuylkill Rangers. These were men who committed assaults and robberies upon the boatmen and farmers along the canal, and did not hesitate even at murder, if necessary, to accomplish their wicked ends. Some of them lost their lives in the battles which ensued between them and their intended victims. In a paper by the late A. A. Hesser, read before the Historical Society at Pottsville on April 28, 1909, he gives Dr. Edward Heiser and Henry Byerly, both deceased some years ago, as authority for the following statement: "The Rangers one night attempted to take possession of Schuylkill Haven, and the citizens in consequence resolved to crush them. They were armed and numbered about twelve men. The Rangers were driven into the 'Covered Bridge' (presumably the railroad bridge which preceded the present stone bridge), and the town men, dividing into two parties and taking position on each side of the bridge, at the entrance, poured a crossfire into it, killing one of the Rangers, and driving the rest out of their stronghold. This ended the fight. The following morning the town people arrested three of the outlaws, on a scow, below the Schuylkill Haven bridge. Four more were taken at the canal landing dock. They were taken before a squire, and handcuffs being then unknown, their hands and feet were secured with ropes. In this condition they were taken to Orwigsburg (where the jail was then located)."

With the opening of the year 1870, the navigation company found itself in financial difficulties, which led to the leasing to the Philadelphia and Reading Railroad Company on the 12th of July, 1870. The tonnage agreement of 1864 probably paved the way for the subsequent leasing. This lease was for the period of 999 years. Under the first clause, the lessee is permitted "to discontinue the use for canal purposes or water power purposes, of the canal above the division known as the Hamburg Canal, if, in their opinion, the productive value of the other demised premises would be greater after such discontinuance than before." The annual rental was fixed at \$655,000. Methods were provided by which this rental could be reduced from time to time. In 1884 it was \$627,999. In the same

year the gross receipts from the canal were \$665,630.06, and expenses \$453,951.66, leaving net receipts of \$211,678.40 applicable to the payment of the rental. The railroad company has since acquired all the bonds outstanding, issued by the navigation company.

After the railroad company secured control, the transportation was placed in charge of Thomas C. Zulick, Superintendent of Canals, who organized a transportation line operating at one time about 850 boats. Relay stations were provided at an average distance of twelve miles apart.

The operation of the canal above Port Clinton was interfered with, more or less, especially during the latter years, by the coal dirt washed down from the mines, in addition to the usual accumulations of silt and sand. From the early days of mining a steadily increasing quantity of refuse was carried away by the streams from the piles of culm deposited on their banks. The removal of this dirt required the frequent use of the "mud machines," or dredges, and the results of their work are seen in the thousands of tons of dredged material deposited on the banks of the canal between Pottsville and Auburn. Much of the coal in these banks is now being reclaimed. Low dams were also erected on the West Branch and other streams leading into the main river. During the winter the dirt in these dams was cleaned out and deposited on the river banks. On several occasions so much dirt was washed into Bowen's dam as to delay navigation for some days. A good many men were employed in this work.

The first section of the canal to be closed was dam No. 1, at Port Carbon, which was abandoned in 1853, together with its wharves and landings. This was done on account of the difficulty in maintaining sufficient depth of water, by reason of the coal dirt washed into it. The Palo Alto docks, at the head of dam No. 2, then became the upper terminus of navigation and continued so until 1872, when the shipment of coal from points above Schuylkill Haven ceased. It is said, however, that cargoes of ore were taken to the Atkins' furnace at Pottsville for a year or two longer, but no locktenders were on duty. Lime boats continued to pass into the level above the Five Locks, at a kiln situated near Seven Stars, until 1883. In 1888, the canal was closed between Schuylkill Haven and Port Clinton. Shipping was continued from the Port Clinton dock until the end of the season of 1915. Owing to the great expense and difficulty of keeping a channel open through the coal dirt in the big Blue Mountain Dam, a new loading place, called the Waterloo dock, was built along the west bank of the little Blue Mountain dam, a short distance above Hamburg, and opened for use in June, 1916. The locks at the big dam have been kept in repair up to this time, but are used only for the

passage of coal dredges and scows. During the present year (1925), owing to the work of excavating a new channel for the river below Port Clinton, the big dam has been drawn off.

After the abandonment of the canal to Port Clinton, and up until about the year 1915, about thirty boats were kept in service, navigation was maintained throughout the greater part of each boating season, and coal was shipped to Philadelphia and a few intermediate points. Great difficulty was experienced, however, in keeping a channel open through the coal dirt washed down from the mines. This trouble has increased during the past ten years to such an extent that navigation for canal boats can no longer be maintained in the dams between Leesport and Reading. The canal is still kept in repair, but no craft of any kind except scows, coal dredges, canoes and other boats drawing only a few inches of water have passed between Hamburg and Reading since 1919. What little coal is loaded at the Waterloo dock is taken only to Hamburg, where one dealer still gets his coal by canal, and some is unloaded for the State sanitarium. In October, 1919, four boats, loaded to only half their capacity, were with difficulty taken to Phoenixville, where their cargoes were discharged at the water works. None went below that point. They were the only boats that went below Hamburg during that season.

There is some barge traffic from Philadelphia to Manayunk, and a great deal of traffic by motor boats, rowboats and canoes in the vicinity of Reading and in the lower sections of the navigation, but the canal has practically ceased to operate for the transportation of merchandise. A number of sunken boats can be seen near Hamburg and at other places, and the few that are still afloat are unable to reach the drydock at Reading for repairs. Despite the lack of business, however, the locks and dams are kept in repair, the grass kept cut on the tow-path, and locktenders are on duty at all the locks. These men have the same rights and privileges as the men employed on the railroad, and are retired on pension at the age of seventy.

Having given, as briefly as practicable, the general history of the canal it is proper, in view of the present anniversary celebration, to describe somewhat minutely that section of the navigation which passed through Schuylkill Haven; and as the Schuylkill County end of the canal was the most interesting in every particular, we shall start at Port Carbon.

Lock No. 1 and dam No. 1 stood just a few feet above where the railroad leading to Frackville crosses the Schuylkill on a concrete bridge. The lock house is still standing, a small stone building. This dam formed a pool in which were erected what were known as the Coal Street landings, a

short distance above the highway bridge leading from Palo Alto to Port Carbon, and at the mouth of Mill Creek. In the early days a boatyard was conducted by Samuel Gray above this dam, which was abandoned in 1853, as before stated. After being abandoned for navigation the dam was retained until 1874, in order to hold back the dirt coming down the river.

Proceeding down the line of the canal, we find that the heavy fall in the river was overcome by many locks and dams. The difference in elevation between dam No. 1, at Port Carbon, and Fairmount dam, at Philadelphia, is 618 feet, and 265 feet of this is between Port Carbon and Hamburg. The Blue Mountain dam at Port Clinton is No. 16, and its locks are numbered 28 and 29. With this large number of locks and dams in a distance of about twenty miles, many of the levels connecting the locks were very short, some only a few hundred yards, and none a mile in length. In the short distance between Port Carbon and Schuylkill Haven there were eleven lift locks, having a total lift of 109.32 feet, and seven dams. The deepest of these was Bausman's lock (No. 12) at Coal Street, Schuylkill Haven, which had a lift of 13.8 feet.

The Palo Alto docks were situated at the head of dam No. 2. Near the breast of this dam was Young's Landing on the one side, and on the other the Haywood rolling mill. Lock No. 2 and the level below it, which was known as Buckley's level, are now filled with dirt. This level passed to the east of Pioneer Island, on which the Atkins iron furnace stood many years ago. A short branch canal connected with it, extending up Norwegian Creek to where the present railway station stands at Norwegian Street, Pottsville. What is now the railroad yard was occupied until a few years before the Civil War by canal basins, and boats brought merchandise from the city to the very rear of properties fronting on Centre Street. Coal was also loaded in these basins. On Pioneer Island there was also a boatyard conducted by Joseph Shelly. Lock No. 3 stood near the point where the Pennsylvania Railroad crosses the Reading at Pottsville Junction. Lock No. 4 was directly east of Main Street, Mount Carbon. These two locks, with their lock houses, were destroyed in 1884 by the Pennsylvania Railroad Company, in an attempt to use the canal property in the construction of its line. Dam No. 3 stood opposite lock No. 4.

Various local names were given to the locks, dams, and levels. The locks usually were known by the name of the locktender; and as locktenders came and went, a list of the names of locks, levels, and dams given by a boatman of one period may differ very much from the names by which they were known at another period. The three levels between locks 2 and 5 were known to the canal engineers as the first, second and third Green-

wood levels. To boatmen they were known as Buckley's, Heller's, and the Mount Carbon level.

Just below dam No. 3 were the Mount Carbon landings, the site of which is now occupied by a concrete block factory. From the third Greenwood level boats passed through lock No. 5 and under the old wooden bridge spanning the river at Mount Carbon (replaced by an iron bridge in 1894) into dam No. 4, which passed under the old wooden railroad bridge which is still standing, known as the Black Bridge. This bridge was erected in 1851 in place of one carried away by the flood of 1850. Into this dam entered the feed waters from the Tumbling Run dams. East of the dam in the space now occupied by the yard of the Pennsylvania railroad, was a little village known as Lewisport. From dam No. 4 a guard gate gave entrance to a short level which terminated at Conley's (or McConnell's) lock, No. 6, at Cape Horn, which is still standing. Here a towpath bridge led to the western bank of the river, right below the rolling mill, and the boats made the sharp turn of the Cape Horn dam and floated another guard gate into the upper level of the Second Mountain Canal, just below where No. 2 bridge of the electric railway now crosses the river. Lock No 7 (Fenian's, or Elijah Warner's lock), at the end of this level, is still in place. It had a lift of 12.75 feet. The electric railway is located on the towpath of the two levels above and below this lock.

Below lock No. 7 a very short level led to lock No. 8, which is now almost completely buried from sight under the railroad embankment.

Below lock No. 8, near the point where the electric railway turnout is located, the towpath shifted by means of a winding bridge to the eastern bank of the river, the Lewis level, otherwise known as the Waterloo level, was entered through a guard lock (No. 9) at dam No. 6 (Lewis dam), just above Seven Stars. This level was the longest encountered up to this point, and extended for nearly a mile to the double chamber lock (Nos. 10 and 11) variously known as the Waterloo lock, Warner's lock, and the Five Locks. This lock was torn out in 1897. It stood about 100 feet north of the Lehigh Valley railroad bridge crossing the valley. When the canal was first built, the change in elevation at this point was overcome by a single flight of five locks. The name Five Locks is mentioned in a deed dated in 1822, conveying to the navigation company a tract of land including the site of the docks and landings. Whether the new locks erected in the enlargement of 1833-5 were also in the form of a flight of five locks is not known, but in the enlargement of 1846 two large chambers took the place of the original five. The name Five Locks, however, persisted until after the abandonment of the canal.

Between the Five Locks and Centre Turnpike stood a large house, known as the Waterloo house, in which J. H. Filbert, Esq., lived for several years in his early boyhood. It was torn down when the Pennsylvania Railroad was built. This house was built by the navigation company, and at the time of the leasing to the railroad company in 1870 was the home of E. T. Warner, one of the canal superintendents. Fronting on the turnpike, and with the grounds about it beautifully planted with flowers and shrubbery, it was regarded as quite a mansion. At the lower end of the locks there was a repair shop for boats. The electric railway is also constructed on the towpath of the Waterloo level.

Below the Five Locks was located the busiest and most interesting section of the canal in its entire length. Here, on the eastern bank of the Spring Garden level, was situated the navigation company's boatyard (the "company yard" as distinguished from individual yards), where boats were built and repaired. Three drydocks were in use. This yard was operated by John and Morgan Deibert before the canal was leased to the railroad company. It was closed in the spring of 1887, and although the canal was shortly to close down, the last work done here was the building and launching of two new boats. Crossing this level at the place where the trolley station at Connor's Crossing now stands, was a bridge, which was taken away in 1898, and below the bridge a wharf, with derrick, where lime boats discharged their cargoes when they were no longer able to enter the level above. Along the towpath was a wharf where ore was unloaded.

This level terminated at its lower end in lock No. 12, known as Bausman's lock, the walls of which are still standing, but the gates and plank lining have long since fallen down. A few yards to the east of the lock stood the large brick building known as the Navigation Building, in which were grouped the offices of the different canal officials. Some of the officials who served for many years up to the time of the abandonment to Port Clinton, or shortly prior thereto, were Thomas C. Zulick, superintendent of canals; William A. Field, collector; D. F. Burkert, harbor master, and a number of clerks, among whom were Harry B. Zulick, Albert Burton, Fred Galt, Zack Galt, Andrew K. Whalen, and John Lengle.

A telegraph line, running along the towpath, connected the different offices where orders were issued and received. The Navigation Building was built about the year 1860. Standing on an elevation overlooking the landings and the dam below, it was a scene of great beauty, as well as industry. On the lawn in front of the building religious services for boatmen were conducted occasionally on a Sunday afternoon by Rev. Joseph H. Schreiner, who for seven or eight years devoted his time to missionary

work among the boatmen, traveling up and down along the canal, holding services and distributing tracts.

Immediately to the west of Bausman's lock were the largest and most extensive docks and landings owned by the company. The main portion of the dock, known as the Lippincott lock, was opened in 1853, and had a water front of three thousand feet. There was also another section further south, known as the old dock, or Dundas lock, which was built at the time of the 1846 enlargement, and was of considerable size. Much of the stone from the walls of this latter dock was used in building the foundations of Christ Lutheran Church, in 1905.

These landings were the busiest spot on the canal. They were designed for the loading of about one million tons of coal per season, and during many seasons were worked to nearly their full capacity. The coal was brought down the Mine Hill Railroad (prior to the leasing to the railroad company, by the navigation company's own engines and in its own cars), and weighed on a separate scale just above Mine Hill crossing. This office was at one time in charge of Daniel Small. The cars were then distributed to the different shipping places on the landings, where they were again weighed before being discharged into the boats. A number of clerks were busily engaged in attending to these details and making out the proper clearance papers for the captains of the boats.

The late Isaac Paxson, in his *Reminiscences of Schuylkill Haven* (Publications of the Historical Society of Schuylkill County, Vol. 4, No. 1) thus describes the landings and shipping of coal:

"The most important industry of Schuylkill Haven in its early history was the shipping of coal from the navigation company's landings. These wharves or landings, in the construction of which a large amount of both stone and timber were used, were small at first, but were gradually enlarged to suit the trade, and the capacity of the boats, as well as to make room for the offices of the individual shippers. There were quite a number of these offices, and each one had a scale alongside, upon which the four-wheeled yellow cars with their contents were weighed before dumping the coal into the boats, which was done by dropping the bottom doors of the cars over a chute, which guided the coal into the boat that was being loaded. The scene during the shipping season was a very interesting and lively one, as it required everybody concerned, and there was quite an army of them, to move quickly, in order to satisfy the boatmen, who were always in a hurry to start on their journey, if they did have to go slow afterwards. The boats, when coming to the landings for their cargoes, were supposed to wait for their proper turn, which frequently would cause a controversy

among their captains. These disputes had to be settled by the Harbor Master, which position for twenty-six years was held by Captain D. F. Burkert, who was a son of one of the old settlers who had been a soldier in the war of 1812. Mr. Burkert himself served throughout the War for the Union very creditably as a captain of a company, which he raised. After him, Englebert Geiger served as Harbor Master. There were three shifting engines with their crews employed in placing the cars in their proper places at the landing to be dumped, and in taking them away again when empty. In handling them around the scales horses had sometimes to be used."

The landings were elevated about fifteen feet above the surface of the water, and there were two chutes at each loading place, of which there were ten or twelve. As the coal passed into the boats it ran over a screen, and the fine material which passed through the screen was taken away and deposited in large piles near the present base ball ground and along the river where Berger's garage and the dwelling and Reider shoe factory, on West Main Street, now stand. These piles of coal have disappeared within the past twenty years, some having been washed away by floods, and the rest used for fuel. A covered bridge extended from the landings across the entrance to the dock. It was blown from its abutment into the water beneath during a storm in 1889.

These docks were situated at the head of dam No. 7, which stood at the upper end of St. John Street. To divert from it and the dock system floods and other surplus water, and also accumulations of sand and coal dirt, a channel was cut through what is now the west ward of the borough, commencing at a point in the river above the docks and discharging into the main stream below the dam and right above the railroad bridge. Mr. Paxson states that water was turned into it for the first time on March 16, 1858. (Reminiscences of Fifty Years at the Schuylkill Haven Car Shops.) This cut-off was closed in January, 1909, so that the full volume of the river now flows in its original channel.

Before the last enlargement of the canal and the erection of the docks just described, boats were loaded at a number of docks occupying the site of the present base ball ground and extending up around the bend of the river. Coal was brought down the Mine Hill Railroad after its completion in 1831 and loaded into boats at these docks. The railroad embankment may still be seen, and where it is now crossed by the filling of Broadway, the end of an old rail is exposed to view. The towpath along this dam ran on the eastern side, at the base of a high wall which protected the adjoining streets and alleys. Right above the Broadway bridge the towpath

crossed the mouth of the Almshouse Creek, which had been deepened sufficiently to enable boats to get to the rear of Seyfert's flour mill, now the Berger knitting mill, and also to a repair yard for boats, operated by Michael Shadel at one time on the site between the flour mill and Broadway.

A great deal of the life of the town centered around the dam. Along the berm bank boats were frequently tied up three or four abreast, awaiting their turn to be loaded. On hot summer evenings it made a splendid swimming pool; and swimming matches, tub races, and other aquatic sports were held here on holidays. The last event of this sort was held on July 4, 1887.

When navigation closed for the winter, it was customary to open the dams and draw off the levels. Usually a thick coating of ice had formed before this was done, and when the water was drawn off, this ice cracked into huge cakes, which lined the sides of the canal channel until spring. The boats that had tied up for the winter rested on the bottom until the canal was again filled. Occasionally ice was harvested on the Canal Street level and the dam above, and skating was indulged in, before the water was withdrawn.

The Canal Street level was entered through a guard lock No. 13, which now lies buried beneath the gardens to the rear of the First National Bank and the other buildings between St. John Street and the railroad, and the boats passed under the railroad bridge just below the lock. Mr. Paxson, in his paper just referred to, which was written in 1911, says: "The loaded boats from the landing all had to pass through the guard locks, which were at the rear of the lot now occupied by the Schuylkill Haven National Bank building. Alongside the lock was a two-story frame building used as an office by T. C. Zulick and his clerks, Milton Wilkins, William A. Field, and Harry B. Zulick, where the necessary papers were made out for the clearance of the boats. In the early days of transportation by canal, when the boats were of much smaller capacity, the boats were run down a distance past this office to a point near the present skating rink, where they were weighed with their lading by Henry G. Robinson, the weighmaster, who occupied the house at the corner of Main and Canal Streets, in which Mrs. Harry Zulick now lives." This frame office at the guard lock was used by the shipping clerks until the erection of the brick office building at Bausman's lock, before spoken of, where the offices were located until the abandonment of the canal.

The weigh-lock spoken of was located not so far down as where the skating rink stood, but slightly east of where the rear of Meck & Reber's

mill now stands, and in line with the west side of Canal Street. The boats were floated into a dock or basin, and when the water was drained off into the river they rested on a large scale. Later on, this site was used for a boatyard, which was conducted first by Joseph Dengler, next by John Womer and Michael Shadel, and last by Michael Shadel alone, who died a few years ago. This yard was closed in 1883. An excellent photograph of a nearly completed boat, standing on the stocks in the Shadel yard, has been preserved.

At a point where the rear of Williams' garage now stands there was a wasteway, through which surplus water flowed off into the river. The Canal Street level, sometimes called Gibson's level, was crossed by two bridges, in addition to the railroad bridge—one at Main and the other at Columbia Street. At Main Street the tow path shifted from the east to the west side of the canal by means of what was called a winding bridge. This was a wooden bridge and was removed on January 14, 1898. The recent grading of West Main Street revealed the stone abutments still in place. The Columbia Street bridge was an iron structure. It was removed from its abutments, and the space beneath filled in, in August, 1900. In the following year it was taken to some place in the upper end of the county, where it was put in position over a creek.

On the west side of the canal, the entire square between Main and Union Streets, was taken up by the navigation company's harness and blacksmith shops, a large barn, and an enclosure known as the mule yard, where mules temporarily off duty were quartered. The large, yellow barn, known as the "company stable," situated at the northwest corner of Canal and Union Streets, was destroyed by fire in July, 1887, and a number of mules and horses perished. The blacksmith shop stood at the upper end of the square, where I. H. Becker's residence now stands, and the harness shops were immediately adjoining, to the south. These buildings were all built after the canal was leased to the railroad company in 1870. Prior to that the square was vacant ground. The east bank of the canal, between Main and Columbia Street, was lined with many large trees, under whose overhanging branches empty boats would tie up until ready to proceed to the landings.

At the foot of Canal Street was lock No. 14, last known as Geiger's locks, formerly as Gibson's and Geisenheimer's, or Geise's. The last locktender here was Alonzo Richards, who was preceded by Alexander Geiger. The last locktender at guard lock No. 13 was Christian Reichert, and at lock 15, Thomas Miller. Mr. Reichert and Mr. Richards are still living in Schuylkill Haven. Below lock No. 14 was a repair yard for boats; and

further down, around the bend, the boatyard which was last in operation above Port Clinton. This yard was at one time run by Daniel and Henry Saylor, later by Daniel Warner, and for the last few years by Francis E. Warner. The last boats were built here in 1888; in fact, the last boat to pass from Schuylkill Haven to Port Clinton was a new "river boat," which had just been launched at this yard, late in the summer or fall of 1888. There were two dry docks here, into which boats were floated for repairs; the upper one was not used during the latter years. Adjoining the boatyard on the west, in the space between the railroad and the lane leading to the yard, there was at one time a ropewalk, owned by James Davis. It was about 100 yards long, and all sizes of ropes used on boats were made there.

Below the boatyard the boats passed through lock No. 15, at one time kept by Samuel Bowen, where the Daubert coal washery is now operating, and passed into Bowen, dam No. 8. Here the towpath shifted by means of a bridge to the south side of the river. In winter, ice was cut on what is now known as the Red Pond (at one time called Big Pond), and taken across this bridge and up the towpath to town. In the early days of the canal the mules and horses were taken over the river at this point in a flatboat or "ferry." The wife of Locktender Bowen collected the toll for the use of the ferry, and often had a basket filled with the large copper pennies then in use. Below the railroad bridge, known as McCormick's bridge, the Red Bridge, a guard gate near the breast of the dam admitted boats into another short level, ending at lock No. 16, located near the farm house of the company farm; then another short level to Hauck's lock No. 17, and then into the Landingville dam. Lock 17 and the level above it are entirely covered by the waste bank from the storage yard. A small dam (No. 9), with guard gate, stood at the head of this level.

Below McCormick's bridge and dam No. 8, the river flowed until 1897 or 1898 in an immense curve, partly along the bank on which the trolley road is now located, instead of following the channel it now uses, and the large plot of ground encircled by it was known as the company farm. It was cultivated at one time as a truck farm by James, or "Jimmie," Downey. Here large numbers of mules were turned out to pasture when not needed. The original channel of the river has been closed with coal dirt since 1898, and the fertile land adjoining is now a barren waste. It is related of Downey that at a conference between the boatmen and the president of the navigation company, when asked by the president for suggestions, he had the temerity to tell him that the navigation company would do better if it swapped presidents with the railroad company.

At Landingville there was a short level, entered through a guard gate, ending at lock No. 18. More than ninety years ago, Daniel Deibert, who died in Schuylkill Haven in 1890, aged eighty-eight years, tended lock at Landingville. In his latter years he wrote an interesting account of his life, and in it he says: "I moved (about 1830) to Landingville and tended the guard lock at the canal. I also kept a ferry boat for taking passengers over the Schuylkill. There was no bridge that time. Once I was in danger. The water was very high. I had ten passengers to take over. We came over safely, but landed far down on the other side. Once I got very sick, but it was my own fault. After a thunder shower I waded into the Schuylkill to get out a fish net. I was tending the guard lock, and boats were coming, and had no time to put dry clothes on, and that gave me my sickness." Later Mr. Deibert had a blacksmith shop and made ironwork for the boat builders, and he says: "My wife often helped me split iron to make spikes for the boats."

Below Landingville was dam No. 11, just above the stone railroad bridge. This dam has its outlet into the upper level of the tunnel canal, which passed through the former tunnel in a very narrow channel, and ended at lock No. 20, about a quarter mile below. A short distance to the side of this lock there is still standing one of the old brownstone locks of the 1833-5 enlargement. The level below is a favorite fishing place, being one of the few which have escaped being filled with coal dirt. It is the widest level above Reading. Its outlet lock passed boats into the Auburn dam, a mile or more in length. At Auburn there is a short level and lock. Below this level the canal shifted through the Crosscut dam to the east side of the river. Passing through another short level, the boats entered dam No. 14, called Lord's dam, which is the one at Stony Creek. Below that is a level called Rishel's canal, and lock, followed by Hummel's dam and one level, terminating in lock No. 27, just above the old Port Clinton dock. Lord's and Hummel's dams are still being maintained, principally to hold back the coal dirt. There are also coal washeries working in them. Both were torn out in the floods of December, 1901, and February, 1902 but were rebuilt the following year.

The writer was but a small boy at the time of the abandonment to Port Clinton, and his recollections of the canal are confined principally to that section extending through Schuylkill Haven. Here the canal was seen at its best and busiest. Standing on the railroad bridge above Main Street, and looking east, the dam and guardlock were in the foreground. At that time coal dirt had not accumulated to any extent at this point, and the river, clear as crystal, flowed in a deep channel, the bottom of

which was covered with smooth stones. Here and there a deep hole furnished a swimming pool. A favorite swimming hole was right under the northernmost arch of the bridge. Below the bridge, an island, with large water-birch trees, afforded a playground on which many happy hours were spent. On the dam a large number of empty boats were tied up, awaiting their turn to proceed up the dock to be loaded. Many boats also tied up along the entire length of Canal Street, on the east side. At frequent intervals a loaded boat was poled out of the dock, or perhaps towed a short distance by a steam tug. Then a towline was thrown from the deck to the towpath and hooked to the harness of the mules, and the voyage was begun. The last traces of dust and dirt were washed from the deck, the captain was at the tiller, and perhaps the housewife was preparing a meal on the little stove, the "Boatman's Choice," carried on the deck.

The loaded boats made slow, but steady, progress. Three mules, hitched tandem, were the motive power. The speed averaged only about two miles an hour, but the boats ran day and night, and a trip to Philadelphia and return was sometimes made in less than a week. The canal observed the Sabbath day; the locks were kept closed and all business was stopped, except toward the close of the season, when it became necessary to deliver to market the coal contracted for, as quickly as possible before the canal should be closed by ice. Sometimes an unexpected cold snap would close the canal unusually early, and boats could not deliver their cargo until the next spring.

The mules were kept at their work by a driver, who frequently used very profane and coarse language toward his charges in order to keep them "on the job." Little bells were attached to the harness, making a pleasant, tinkling sound. Several hundred yards from each lock the boatman sounded a horn of some sort, usually a large sea-shell, known as a conch. The locktender, thus warned, was given time to prepare his lock for the entry of the boat. At a prescribed distance away from the lock, the mules were halted, the line drawn on board, and the boat floated into the lock of its own momentum, skilfully guided by the man at the tiller, who endeavored to bring his boat into exact line with the lock, so that there might be no unnecessary bumping or straining. The boat was brought to a dead stop by means of ropes thrown around snubbing posts on the lock walls. After passing through the lock, the line was again hooked up and the same processes repeated through each level, lock and dam, until the destination was reached.

There were a number of steam tugs on the canal, which were used to convey the paymaster and other officials from place to place, to give as-

sistance to disabled boats, and to tow loaded boats for short distances. One tug that was frequently seen in Schuylkill Haven was the "Petrel." William H. Mellon, at present superintendent of the Gas and Water Department, was employed on this tug; Jacob Major was the engineer.

The canal was usually open for business by the first of April. Navigation sometimes commenced as early as St. Patrick's day, and continued until the early part of December, depending on the weather. During this period entire families lived on the boats, and were in their homes only during the winter months. In this short interval a "boatmen's school" was conducted in the public schools for the benefit of those children who were unable to attend school at any other time, while their fathers worked at odd jobs, or sat around a hot stove in some cozy cigar store or elsewhere, swapping stories of their experiences on the canal.

The canal was especially interesting to those who lived along Canal Street. From their homes and porches the residents viewed the traffic passing up and down; and in the long summer evenings rowboats passed back and forth, their occupants, perhaps, singing. As evening came on, the men on the boats which had been tied up during the day drew water from the canal with buckets to which ropes were attached, and threw it over the decks, and with paddles splashed the sides, to counteract the drying out caused by the hot sun of the day. At Columbia Street the boys dived from the bridge and swam in the water beneath, with shouting and laughter.

One of the traditions of the canal is that the first boat was built at Orwigsburg and hauled to Schuylkill Haven, where it was launched. The construction and maintenance of the large number of boats gave rise to the industry of boat building, which was a branch of carpentry requiring special skill. Boatyards were maintained not only at Schuylkill Haven, but at Landingville, and different other places along the line of the canal. Here boats were built and repaired, and throughout the long summer days the air was vibrant with the sound of the saw and hammer, the caulking mallet, and the spikes and bolts being driven into place. How fascinating and instructive it was to watch the process of building a boat! First the false keel, nearly a hundred feet long, was laid on blocks raised several feet above the ground, close to and parallel with the water's edge. Then the framework was put up, resembling the skeleton of some monster animal, the floor timbers being braced by a heavy keelson. To these ribs the bottom and side planking and the decking were securely fastened with long spikes. For the purpose of bending the heavy planks to the shape of the bow and stern, they were steamed and made flexible in a tank built for

that purpose. All the seams and joints between the planks—bottom, sides and decks—were thoroughly caulked with oakum and filled with pitch. The inside of the boat was braced and lined, the hatches and cabin were constructed, rudder put in place, and capstan and cleats firmly fastened to the deck, and finally the boat was painted a pleasing color, and its name placed across the stern, just above the little cabin windows. A touch of red or green here and there added to its appearance. When all this was done, it was ready for launching.

Launching day was a sort of gala day and there was an unusual stir about the yard. There was no formal christening, but many of the townspeople, including ladies, went to the boatyard to see the novel sight, and, of course, the boys were there in full force. In preparing for launching, several heavy, solid ways of well-greased planking were put in position, with one end under the boat and the other sloping down to the water's edge. The blocks were then removed from beneath the boat, and it rested on the ways, being prevented from sliding into the water by two stout props, one at the bow and the other at the stern, placed against the lowest part of the keel. When all was ready, two strong workmen with sledge hammers took their positions at the bow and stern, and after having signaled to each other, immediately struck away the props and the boat slid rapidly down the greased ways into the water, sending a large wave across the surface of the canal to splash and break on the opposite bank. On one or two occasions the writer was on the deck of a boat as it was launched, and he will never forget the sensation as the big hulk moved, in a tilted position, toward the water.

At the individual yards many "river boats," as they were called, were built. These boats were intended for use on the Delaware and Hudson rivers, New York harbor, and other points, and were much larger than those used regularly on the canal, having a capacity of three hundred tons. They were built of the largest dimensions permitted by the size of the locks and height of bridges, being 100 to 103 feet in length, 17 feet 6 inches wide, and 12 feet high, which was three or four feet higher than the boats built for the regular canal trade. So high were they that when towed up to the landings to be loaded, they had to be partly filled with water, which was done by removing a plug in the bottom. This water cargo would cause them to roll like a ship in a storm, and although they had settled considerably in the water, sometimes they had difficulty in passing under the bridges. One occasion is well remembered, when much time was spent in getting a new boat under the Main Street bridge, the railroad bridge, and the foot bridge at the guardlock. These boats made

their first and only trip down the canal with a cargo of coal, or sometimes with culm loaded from the heaps near the present baseball ground; and after passing out of the canal at Philadelphia, upper works were built on the deck to fit them for river use.

Canal boats had a great variety of names. Some bore the names of their owners; others were named after generals in the Civil War or members of the boatman's family; still others had fanciful names of various sorts. All of the company boats were also numbered. In the lease of 1870 to the railroad company there is a list of 634 boats, and the following are a few of the names: General Grant, General Sherman, Major Anderson, Gettysburg, Appomattox, Ohio, Vermont, Charles Baber, John Rickson, Harvey G. Field, William McDonald, Albert Hesser, James Kirkpatrick, C. V. B. Deibert, Z. T. Galt, D. J. Harner, Jay Cooke, Hard Times, Revenue, Cousin John, Twin Bothers, Twin Daughters, Pleasant Home, Sam, Mary, Lizzie, Little Annie, Here I Am, Schuylkill Mountain, Glory, Ironclad, Tornado, Blooming Youth, Celestial Empire, Hippopotamus, War Eagle, Sparrow, Gazelle, Rover, Wanderer, Restless, Night Owl, Eden, Big Potato, St. John, Napoleon, Isaac Newton, Gay and Happy, and Golden Rule.

Among the boats still to be found, either sunken or afloat, along the canal below Port Clinton, are a few that were built at Landingville or Schuylkill Haven, but have been repaired or rebuilt a number of times since. The company also bought, in 1902, twenty boats which formerly ran on the Pennsylvania Canal, which was abandoned finally in 1901.

The lease above referred to is a document covering seventy-three pages of the large book in which it is recorded at the Court House, of which sixty pages are devoted to schedules listing in detail all the real and personal property owned by the navigation company. The schedule of real estate includes not only every piece of ground occupied by the channel of the canal from Port Carbon to Philadelphia, but numerous tracts and lots for reservoir sites, lock houses, coal dirt dams on the different branches of the river, farms, quarries, etc. The first tract on the list is that now covered by the Silver Creek dam, and the last is a tract of forty-two acres at the mouth of Crum Creek, Delaware County "for a winter harbor for canal boats."

The extent of the works necessary to maintain the canal structures and the boats in good order is indicated by others of the schedules. There were tool houses at Gordon and Mahanoy Plane, machine shops and foundries at Reading, car shops at Port Carbon, Mount Carbon, Schuylkill Haven and Port Clinton; stables and harness shops, dredging machines, mud scows and steam tugs; a complete telegraph line, with its batteries, poles, wires and linemen's equipment; a railroad and landing system,

with three locomotives, the "Navigation," "Lippincott," and "John R. Worrell"; over three thousand coal cars, and a wreck car; a vast amount of lumber, from the heavy oak timber for lock gates to the white pine decking for the boats; a bewildering assortment of metal for locks, dams, and boats; hundreds of mules, together with their many pieces of harness, and towlines, poles, etc.

The final abandonment of the canal between Schuylkill Haven and Port Clinton came with a suddenness which was appalling to the communities through which it passed. From the old files of the Miners' Journal we learn that navigation was scheduled to open, for the season of 1886, on March 29th at Port Clinton, and April 5th at Schuylkill Haven, the loading of boats to commence about a week earlier. However, floods delayed the opening from Schuylkill Haven until about the middle of April, as the coal dirt washed into the channel below Schuylkill Haven had first to be removed by the dredges. No doubt a portion of the banks of dirt along the Red Pond was deposited there at that time. Navigation in 1886 proceeded with its usual volume, and the Journal for April 5, 1886, states that the company had decided to have a number of new boats built, some at its own yards in Schuylkill Haven, and the rest at the yards of Francis Warner, at Schuylkill Haven, William Deibert, at Landingville, and John A. Hiestler, at Reading. Several of these boats were completed at the company yard at Schuylkill Haven in the spring of 1887, as before stated. But in spite of the building of new boats, on March 7, 1887, as stated by Mr. Paxson in one of his papers, orders were issued to load no more boats. This evidently referred to company boats, and not to individual boats owned by the boatmen themselves, for loading continued throughout the entire season of 1887, though greatly reduced in volume. On August 25, 1887, the Journal stated: "Boating on the Schuylkill Canal promises soon to become one of the lost arts. There are only about 150 boats running on the Schuylkill Canal, and they are individual boats. Those belonging to the Philadelphia and Reading Company, the lessees of the canal, are tied up at different points along the river."

At this time the railroad company was in the hands of receivers, who asked permission from the United States Court, in August, 1887, to withdraw the company boats. This petition was granted, and the boats were taken to New York harbor to be used as lighters. On December 2, 1887, the Journal speaks of an increased demand for coal, and says: "The first of December is the usual date for suspending navigation, but the canal will be kept open until December 15th, unless meanwhile closed by ice. Only a few boats proceed as far northward as Schuylkill Haven.

Notwithstanding the dreary outlook in regard to the continuance of

navigation the boat builders at Schuylkill Haven and Landingville are still turning out numerous barges, and their yards present busy scenes. There is quite a demand for the class designated as river boats, which are used on the Hudson River and in the harbors of New York, Philadelphia, Baltimore, and other points, for lighterage and similar purposes."

The "dreary outlook for the continuance of navigation" soon proved well-founded, for we read this in the Journal, under date of January 30, 1888: "The Reading Company, lessees of the Schuylkill Canal, have given official notice of the abandonment of the canal southward to Port Clinton, a distance of twelve miles. This will end Schuylkill Haven's career as a leading point of shipment for anthracite coal, and its docks and extensive wharves are destined for an indefinite term of idleness. All shipments on the canal will be made from Port Clinton in the future." And again, on March 31, 1888: "All coal shipments will be made this season from Port Clinton instead of Schuylkill Haven."

This action finally and forever ended the shipment of coal from the Schuylkill Haven docks, so that it can be recorded with certainty that no boats were loaded after December, 1887. But though it was probably not known definitely, when navigation closed in 1887, that boats would never again pass under the chutes at the landings, yet it so happened that the last boat loaded tarried until the following spring, as though reluctant to leave the harbor from which it had gone forth periodically for many years, but upon whose waters it, and all others of its kind, would float no more forever. This last boat, which Mr. Joseph Borda states was the "Captain M. Byrnes"—an old veteran of the canal, and one of the same boats listed in the schedule attached to the lease of 1870—was frozen in after being loaded, and lay at the entrance to the dock all winter, passing down in the spring of 1888, in charge of Captain Daniel Cole, of Mount Carbon. It is strange how little notice was taken of that last voyage of a coal-laden boat from Schuylkill Haven. No newspaper mention of it can be found, and even methodical and observant Isaac Paxson, who worked in the office of the car shops at the time, failed to note it in the diary which he kept throughout his life.

Following the departure of this boat, the canal was kept open during the season of 1888, but only for the passage of such boats as had been contracted for and were under construction at Warner's boatyard for use on waters other than the canal. No locktenders were on duty this season, and these new boats, after being taken up into dam No. 7 and loaded with coal dirt near the present base ball ground, so as to lower them in the water and enable them to pass under the bridges without difficulty, were taken to Port Clinton in charge of one of the company's

employees, who attended to the locking. The exact date when this last boat went down the canal is uncertain, but it was late in the summer or fall of 1888, and thereafter the locks were closed forever.

After the final closing the dams were kept in place for a few years, but as the washing of coal at the mines commenced about 1891 (since which time the river has had its present inky color), the dams and levels began to fill rapidly with coal dirt and muck. Dam No. 7 and the Canal Street level had been kept filled with water, and by the fall of 1891 so much black mud had accumulated in them that complaint was made to the canal officials of the stagnant condition. Later on the sluices at Lock 14 were partly opened, so as to create a current through the canal, and this continued until the tearing out of dam No. 7, at St. John Street, on September 17, 1895. On August 31, 1894, a foot bridge with railing was built across the canal at Union Street, and continued in use for a number of years.

After the water ceased to flow through the Canal Street level and the one below, by reason of the tearing out of the dam, the channel remained an unsightly ditch for many years. Gradually it became filled with ashes and other refuse, until finally, through the efforts of citizens and the town council, the present beautiful memorial park, extending between Main and Union Streets, and the enclosed space between Union and Columbia Streets, was developed. Below Columbia Street the greater portion of the channel has been filled to the street level, leaving only a shallow ditch for a short distance above the lock. At the upper end of the level, the space occupied by the guardlock was sold to the adjoining property owners, who extended and filled their yards to the river's edge; and the heavy gates and massive walls are now covered by lawns and vegetable gardens. The iron girders crossing the canal at the southern end of the railroad bridge were removed in 1898, and the space beneath filled in. From there down to where the Main Street bridge stood, a coal yard, houses, garages, and a moving picture theatre are built over the canal bed.

The landings are now occupied by the railroad company's repair shops and sidings, and a large portion of the dock has been filled in. The entrance to it has been blocked with banks of coal dirt washed down by the river, and the water that remains in the dock is used as a fishing pond, as is also a portion of the level above Bausman's lock. After the canal was closed, a lot of old boats remained in this level for several years. They were gradually broken up and the timber hauled away. Some of this timber was used in the breast of the old Killian dam.

All the dams between Port Carbon and Port Clinton, with the ex-

ception of Lord's and Hummel's dams, are no longer existing. No 1 was torn out in 1874; No. 2, about the same time; No. 3 remained in place about ten years longer. No. 4, Mount Carbon, and No. 5, at Cape Horn, were torn out on November 22 and 26, 1894. No. 6, at Seven Stars, burst during the flood of May 21, 1894. No 7, as already stated was removed in September, 1895. No. 8, below McCormick's bridge, was torn out about 1892, and the remaining dams down to Auburn about the same time.

After the boating ceased between Port Carbon and Schuylkill Haven, some of the abandoned levels were used as storage reservoirs in addition to the Tumbling Run dams, the waters from which were drawn upon in dry seasons to float the boats from Schuylkill Haven. The levels at Mount Carbon and the Waterloo level were thus utilized, as the Tumbling Run reservoirs were occasionally drained in times of drought. One can imagine the quantity of water that was used in locking the many boats that were in use when navigation was at its height. One locktender told the writer that during one busy season as many as seventy-two boats passed through his locks within the space of twelve hours. The locks were open day and night, and double shifts of locktenders were employed.

The ruin of the abandoned canal works has been hastened by the avalanche of coal dirt which has descended from the mines during the past thirty-five years. The filling up of the river channels has diverted the stream from its natural course, and the floods have torn away canal embankments, destroyed hundreds of acres of valuable land, and worked such devastation that little is left of the canal above Port Clinton but the lock walls. Where the dams stood may be seen the bottom timbers, immovably fixed in the bed of the stream. Here and there the shifting current of the river has exposed to view portions of boats that sank many years ago and were afterwards covered with coal dirt. At least two canal boats, perhaps more, are still lying under the coal dirt which covers them and the willow trees which have grown over them, on the north side of the river at Schuylkill Haven, directly opposite Broadway; and one lies sunken in the upper end of the "old dock" (the one nearest the river). The deck and upper timbers have disappeared, and there is nothing to indicate its presence there except the long strap of iron which had been fastened to the front of the bow, and which still extends above the surface of the water, its lower end attached to the sunken timbers beneath.

The Schuylkill Canal fulfilled a great mission in its time, but as a factor in transportation it now amounts to practically nothing; and on this one hundredth anniversary of its completion to Philadelphia there

is little prospect that trade upon its waters will ever be revived. This condition has been brought about by the gradual transfer of the business to the railroads, which operate throughout the entire year and furnish a better and quicker service.

The abandonment of the canal was regarded as a great calamity, but the communities affected soon adjusted themselves to the new conditions. The boatmen found other employment. Some made business ventures which, as a rule, proved successful. Different industries were started, and Schuylkill Haven's career as a manufacturing town dates from the closing of the canal. In memory only do we now hear the rush of water at the locks; the roar of the floods passing over the breasts of the dams; the rattle of the coal at the landings; the sound of the boatman's horn echoing among the hills; the clatter of hoofs as the mules crossed a bridge; the tinkling of the bells, and the sounds of industry at the boatyards. No more do we see the dams and levels filled with water, clear as crystal, the idle boats tied up in the shade of the trees; the boats in transit passing through the locks; the mules plodding along the tow-path; the steam tugs, raising waves which dashed against the banks as they passed; the dredging machines, scooping up mud and coal dirt; the scows and the rowboats. All these are now only pleasant memories; but their passing, deplored as it was at the time, ushered in a new era, during which Schuylkill Haven has grown and prospered as it probably never would have if the canal had remained in operation.

History of the Schuylkill Haven Schools

"A log building was erected for religious and educational purposes in 1806 on the ground donated by Martin Dreibelbis, on the northeastern outskirts of the borough. In the school the Bible was the most important text book. It was printed in the German language. English was not taught in this school."

In these words the historian briefly describes what was probably the first school house in Schuylkill Haven. Education and religion were synonymous in early pioneer and colonial days. Christopher Dock, a devout German scholar, opened a school in 1718 or earlier in Montgomery County. He was persuaded by Christopher Sauer, of Germantown, the first man to print the Bible in America, to write and print a description of his method of keeping school. This book is the first written and published in America upon school teaching. Some of the methods Dock used are described in his own words as follows:

"The new pupil is first welcomed by the other scholars, who extend their hand to it.

"If it cannot say the ABC's in order and point out with the forefinger all the letters it is put into the A-B abs. When it gets this far, its father must give it a penny and its mother must cook for it two eggs, because of its industry.

"When they are all together and are examined to see whether they are washed and combed, a morning hymn or psalm is given them to sing and I sing and pray with them.

"Those who know their reading will have an O marked with chalk on their hands. This is a sign that they have failed in nothing. If any one fails as many as three times, it is shown with a word to the scholars and they all shout out at him 'lazy.' This shaming cry of the children gives them more pain and drives them to more study than if I should hold the rod before them and use it all the time."

The next mention by the historian of a school was a one-story log structure on St. John Street. In 1836 this school was transferred to a brick building on the site of the old high school building on High Street. This was a "pay school," that is, every pupil paid tuition to meet expenses, instead of the money being raised by taxation.

Before 1834 Pennsylvania had no organized system of elementary education. Many school buildings were scattered throughout the state and the teacher usually wandered about

from one district to another. He had no legal license to teach, and usually boarded around. Many children were unable to attend these schools because they were too far away and many were too poor to pay the tuition fee. Public schools for all children were demanded on all sides.

John Shuze (1775-1852) of Berks County was the first governor of Pennsylvania to take a firm stand for elementary schools. George Wolf (1777-1840), another governor, also was a friend of free schools and gave the best years of his life to creating a system of education for the children of the commonwealth. He was the champion of the act of 1834, but the new school law was opposed, not because the people were not in favor of education but because they did not like what they called the machine-like system created by the law. The Legislature of the next year resolved to repeal the school law. Thaddeus Stevens of Vermont, who came to Pennsylvania in 1815, the year after he had graduated from Dartmouth, early became a member of the Legislature, where he stood out as the foremost defender of our public school system. When the act to repeal the law of 1834 had passed the Senate and was about to pass the House, Stevens delivered a great speech and by his eloquence saved the school system of Pennsylvania.

"The barbarous and disgraceful cry, which we hear abroad in some parts of our land, 'that learning makes us worse, that education makes men rogues,' should find no echo within these halls. Why shall Pennsylvania now repudiate a system which is calculated to elevate her to that rank in the intellectual, which, by blessings of Providence, she holds in the natural world?

"Cast your vote that the blessing of education shall be conferred on every son of Pennsylvania, shall be carried home to the poorest child of the poorest inhabitant of the meanest hut of your mountains, so that even he may be prepared to act well his part in this land of free men and lay on earth a broad and solid foundation for that enduring knowledge which goes on increasing through eternity."

SCHUYLKILL HAVEN adopted the state school system in 1838. The free text book system, however was not adopted until later. Even at the best the status of education in those days was far from being satisfactory. There is no description of the Schuylkill Haven schools of those days but we can safely conclude that conditions were similar to those existing elsewhere. There were no normal schools, no institutes and no county superintendents. The school board, consisting of the most forceful and influential members of the community, chose the teacher after asking a few simple questions. The following is an actual certificate issued on a slip of greasy paper by such a board:

1 7 5 0

1 7 5 *t h* A N N I V E R S A R Y



HIGH SCHOOL BUILDING

"This is to sertify that the Bair er Miss _____ having Ben duly examined as the law directs we find her well qualified to teach the folowing Branches reading arithmetick and geography & pennmanship & a good morrel carrecter witness our hands and seals this 1st day of joun."

The teacher received the sum of twelve dollars for a term of eleven weeks with five and a half days' teaching each week. The teacher's income was supplemented by boarding around among the parents of her pupils.

Only a few of the pupils had any books. The Bible was of course used and slips of newspapers served as both spellers and readers. The multiplication table could be recited and other lessons could be written with charcoal on a smooth board. They had no charts or maps, desks or chairs, only rude benches, but what they learned they learned thoroughly and God's great out of doors furnished many interesting and valuable lessons.

From an old treasurer's book of the Schuylkill Haven School District dated 1850 and minute books going back to the time of the Civil War the following data have been gathered:

The salaries of the secretary and treasurer of the school district in 1867 were \$50 each for the school year. There were twelve directors, the school term was nine months and the tax rate was 10 mills, eight for school purposes and two for building purposes. The principal's salary was \$80 a month with other salaries ranging from \$24 to \$45. The janitor in the Spring Garden school received \$10 a month and the one in the main building \$18.

There were eight teachers in the main building who together with the teacher in the Spring Garden school and the principal made a teaching staff of ten with total monthly salaries amounting to \$346. Forty-six tons of coal were purchased at \$3.60 per ton for egg and \$3.65 for stove. Text books were furnished to pupils at cost. Books were divided in 1868 between Jere Bast and H. N. Coxie to the value of \$85.56 and \$84.07 for resale to the pupils. Tuition rates were \$1.25 and \$.75 to pupils outside the borough limits. The amount of the tax duplicate was \$4136.14. In 1858 the amount of the State appropriation was \$320, decreased to \$216 in 1862 and in 1880 was \$670. At present (1925) it amounts to \$12,000 in round numbers.

What was known as the Boatman's school was open about 2½ months in 1874 or during the time when boating on the canal was impractical. Pliny Porter was elected teacher at a salary of \$50 a month

In 1850 a three-story building having eight rooms was erected at a cost of \$13,000 in place of the small brick building on High Street. The

third floor was used as a meeting place for secret societies. The building was later reported as being unsafe and an architect was engaged to examine it. He reported it as being secure but poorly planned. In 1878 it was remodeled at a cost of \$2495, the third story being taken off and a northern wing added. Bonds to the amount of \$3000 bearing 6% interest were issued in June, 1878, and \$500 more later. Another wing was added later making the present layout.

In 1858 the school directors bought St. Paul's Lutheran Church and used it as a school building until it was sold in 1861 or 1863 to the Roman Catholics.

A motion to build a two-story building in the North Ward was lost but another to build a one-story frame building was carried. This was completed September, 1874, at a cost of \$1400. J. H. and R. Sterner were the contractors. On the site of this building which was moved to the side of the plot, the present North Ward building of four rooms was later built.

In 1900 a one and a half story brick building of two rooms was built on Canal Street in the South Ward. This was remodeled a few years later to a four-room building.

In September, 1917, the present High School building was used for the first time. It contains twenty class rooms, a gymnasium, a large storage room originally planned for a manual training room, an auditorium with a seating capacity of 600, in addition to rest rooms and lavatories. It was built at a cost of approximately \$75,000.

The enrollment in 1887 was 653 with 44 in the High School. The present enrollment is about double that number with 235 in the High School. The budget of 1883-84 amounted to \$5790 with a teaching staff of 11 teachers. This year's budget was approximately \$90,000 with 35 teachers.

The largest number graduated to date was 46 in the class of 1925. There are about 425 living alumni, many of them occupying responsible positions in our own and other communities. A Parent Teacher Association is actively engaged in helping along the cause of education.

The Military Annals of Schuylkill Haven
Schuylkill County, Pa.
FROM 1750 TO 1925

By CHARLES B. PALSGROVE

Part 1.

AN observer standing on top of Schuylkill Mountain sees all around him a landscape that for beauty and variety is hardly surpassed in any part of the world.

To the north, extending east and west as far as the eye can reach, lies the magnificent range, Second Mountain, whose lofty summit is everywhere almost evenly outlined against the sky.

The Schuylkill and West Branch Rivers, during the ages, wore their way through its middle and set that beautiful plateau—Fork Mountain—between their arms.

On two sides it falls sheer to the waters below and in its back ground, enhancing its beauty, rises Sharp Mountain, stretched like a dark curtain across the rear of a stage.

The two ends of Second Mountain, facing Fork Mountain on the east and west, rises sharply from the valley below and both are double-crested—a rare feature in mountain formation.

Parallel with Second Mountain on the south side, and for nearly its entire length, runs Little Mountain, which is pierced by gaps in many places.

Between Second Mountain and Little Mountain lies a narrow valley which is altogether rural. This valley abounds in romantic vales and dells; purling brooks and rills, where the song of birds is heard through spring, summer and autumn.

South of this is Lime Ridge with a wider valley between it and Little Mountain. The West Branch River flows through it and joins the Schuylkill River in the same area. From this junction the Schuylkill runs through Lime Ridge and in a wide sweep washes the steep side of Schuylkill Mountain; and in the basin of two rivers lies Schuylkill Haven and its neighbor Cressona.

The Schuylkill Mountain range trends east and west; and in the west

its undulating slopes end at the Susquehanna and Delaware Divide where that fine little valley, Long Run, begins. Eastward from its highest peak this range fades away and Sculp's Hill stands like a sentinel on guard.

South from the Schuylkill range lie the parallel ridges, Red Mountain, Summer Mountain and Stony Mountain, and the Blue Mountains in the distance whose azure haze gives it its name.

On this large area of land are seen, between the mountain ranges, towns and villages, houses and barns, roads and lanes bordered by woodland, marks of progress and thrift, the whole a panorama, wonderfully beautiful to the eye and stimulating to the soul.

One hundred and seventy-five years ago this expanse was all forest. There was no life save that of the wild and the Indian. John Fincher came and settled near the confluence of the West Branch and the Schuylkill Rivers. There he hewed and built, cleared and tilled, and laid the beginning of Schuylkill Haven.

All civilization must be regarded in terms of strife. The lot of this pioneer was no exception. To found a home he must subdue nature, conquer the wild, and, hardest of all, protect his own from marauding Indians who murdered, robbed and burned in their depredations.

Soon others came, one after the other, until, during the period between Fincher's arrival and the beginning of the Revolutionary War, quite a large number had settled, and a community, although scattered, was formed.

The French and Indian Wars occurred during this period, and these wars aroused the savage instincts of the Red Man, and incited him to perpetrate the most horrible deeds of cruelty wherever opportunity offered.

This state of affairs throughout the colony made it necessary for settlers everywhere to organize for their own protection; and, under the direction of colonial authority, they formed units which were known as battalions.

Owing to the sparsely settled state of the colony these units were distributed over a large stretch of territory often including a county or two, which were then large in area.

These battalions were tolled off in such a way so that when a certain number from a community were detailed to go on duty, a like number remained at home to till the soil and gather the crops. When the term of the first draft expired, the men returned to their homes, and the other unit took their place to serve for a like term, alternating in this way.

Thus an efficient military training was given to these pioneers, and

they were thereby prepared at any time to respond to the call of duty in defense of home and country.

When the War of the Revolution began many of these men entered the service and served through all its hardships until the end. These men were hardy, and expert in the use of the rifle which was a potent weapon in warfare in those days.

Just how many men from this community served in the Continental Army is not known, but conspicuous among them were Conrad Minnig, who held a Captain's commission, and Martin Dreibelbis, who was a private.

From 1775 onward the population increased; and by 1812 the town took a village proportion, and the surrounding country became more thickly inhabited. Land was being cleared rapidly; houses and barns were built and fences made; thrift showed in improvements and progress in all parts.

In the War of 1812 there were no enlistments from this section so far as is known, but afterward there came here to live men who had served in that war, died and are buried here. There may have been, and undoubtedly there were some who went into the service from here, but there is no record of such available.

The town of Schuylkill Haven continued to grow, and by the time the Schuylkill Canal was opened for traffic there was a large village here; and by 1840 it was large enough to be incorporated into a borough. It thrived from thence onward, and its inhabitants were busy in all the activities that made for progress.

In 1846 the war with Mexico began. So far as is known there were none who went to the war from here, but afterward men who were in it came here, settled and became prominent in business.

Prior to this time there is no record of organized military activity; but later it took shape—some time in the early '50's, and an infantry company was formed with Henry Hesser as its Captain.

This company had its armory on the third floor of Hoy's building, corner of Main and St. John Streets, and drills were held weekly. There was also a brass band led by George Dusch and known as Dusch's Band. These two institutions were great features in the town's life, especially for boys.

In those days there were frequent parades, the most notable being Washington's Birthday and the Fourth of July. Washington's Birthday, next to the Fourth, was the most important and was given over to thorough patriotic demonstrations. There was always a parade on that day,

with the band, military, civic societies, and the fantastics who brought up the rear, and patriotic speeches were made.

The 22nd day of February was always a red letter day in all American communities, and its decadence as such is to be deplored, in that it tends to lessen patriotic sentiment, especially since this American day devoted to patriotism and fun has been displaced by a foreign innovation of confetti and the mask.

About 1857 this company of militia went out of existence, as did also Dusch's Band, and later the Scott Artillerists were formed with Charles S. Leader as its captain. The State gave, or loaned, it a brass six-pounder field gun which was always a feature on parade or drill. It was afterwards taken over by the Government and used in the Rebellion.

The Scott Artillerists' armory was on the second floor of a building which stood against the west abutment of the railroad bridge where the coal yard now is. Here the meetings and drills were held, and it was in this armory that the units, which went from here into the Rebellion, were formed and drilled.

When secession became a fact and the capture of Fort Sumter became known, a thrill went through the north, and the people flocked together in excited groups, angry and ready to fight.

The Scott Artillerists at this time became the centre of interest, for, if it did not go as a body, it was the nucleus about which a company was to be raised in answer to the call of the President for 75,000 volunteers.

Many of the members enrolled and enough others were enlisted to complete its muster. The company's Captain, deeming himself too old, did not volunteer. An election for officers was held, the men selecting them by ballot.

The Company now being completed it immediately went to Harrisburg where it was mustered into the U. S. Service at Camp Curtin on the 21st day of April, 1861, and became Company F, Fifth Regiment of Pennsylvania Volunteers.

With no opportunity for drill, and in civilian clothes, on the evening of the 21st, these raw troops were marched to the State Arsenal where they drew arms, the old regulation musket and twenty rounds of cartridges which were carried in their pockets.

That same evening they were loaded on a train of box cars and moved in the direction of Baltimore, but during the night their course was changed and the morning of the 22nd found them back in Harrisburg. They at once started for Philadelphia, arriving there on the afternoon of that day. On the morning of the 23rd they went by rail to Perryville, and

then by steamboat to Annapolis, where they were quartered in the battery and boat houses, performing guard duty until the 26th when they made their memorable march to Annapolis Junction.

Footsore and weary they were placed in position to repel an attack which was expected from Baltimore. They slept on their arms that night and on the 27th went to Washington by rail, where they remained until May 9th.

On the 7th of May they received their uniforms from the State of Pennsylvania. The regiment then was moved to Camp Washington, where it was engaged in drill until the 28th, when it was moved to Alexandria, Va., and was quartered in that city.

Co. F was on provost guard duty in that city and its headquarters was in the Marshall House where Col. Elmer E. Ellsworth, commanding the New York Zouaves, was murdered by a rebel. While here, George E. Schreck, a member of the company, died. It was thought that he had been poisoned. His body was brought home and buried in Union Cemetery, the first from this section to die in the country's service.

On the 3rd of June, the regiment went into camp at Shuter's Hill. It was attached to General McDowell's Brigade, and later to General Franklin's, by whom it was ordered to remain on duty in Alexandria, thereby failing to be with the advance on Bull Run, and on the expiration of its service it was ordered to Harrisburg, where it was mustered out on the 25th of July, 1861.

The names of the men engaged in the different wars, including these three months' recruits, are contained in the following roster:

American Revolution

Minnig, Conrad, Captain	Dreibelbies, Martin, Private.
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War of 1812.

Hill, John	Small, Daniel
Palsgrove, John F.	Yost, Daniel.

War with Mexico.

Hein, Henry E.	Mills, Thomas K.
Leader, Charles S.	Small, George, killed
Small, Daniel Jr.	Small, Edward

U. S. Regular Army

Hoffman, Henry, enlisted as a drummer at Governor's Island, N. Y., 1857, for 5 years. Subsequently held commission as 2d Lieutenant.

U. S. Marines

Yost, William, enlisted July 1, 1861, for 4 years. Discharged 1865.
 Re-enlisted 1867 in Regular Army, for 3 years; subsequently re-enlisted in Army for four terms of five years each. Retired 1890. Total service, 26 years, 7 months.

THREE MONTHS' SERVICE

COMPANY F, 5th REGIMENT, PENNSYLVANIA VOLUNTEERS

Officers

Captain, Franklin B. Medlar	1st Corporal, John K. Worts
1st Lieutenapt, Thomas K. Mills	2nd Corporal, William Kendrick
2nd Lieutenant, Daniel F. Burkert	3rd Corporal, John G. W. Bassler
1st Sergeant, Ulysses A. Bast	4th Corporal, Joseph Morgan
2nd Sergeant, Patrick F. Quinn	Musician, Henry Drey
3rd Sergeant, Charles F. Guertler	Musician, George Schreck
4th Sergeant, Frank D. Koch	

Privates

Auman, Reuben,	Hehn, Hiram	Nuttle, Oliver
Armbruster, Samuel	Hehn, Jacob	Oswald, Charles
Becker, Lafayette	Hiney, William	Paule, John
Bitzer, Conrad	Hoffa, Daniel	Raudenbush, Charles
Blanche, Edward	Hoffman, Daniel	Reber, Jonathan
Bowers, Joseph	Hunsicker, John	Reed, George
Burns, Valentine	Johnston, Michael	Renard, Daniel
Bickley, Charles	Kissinger, Adam	Rupp, Joseph
Christ, Jacob	Klock, William	Saylor, John F.
Cooney, William	Knarr, Henry	Scheck, Paul
Coho, John W.	Knarr, Charles	Scheck, Frederick
Coller, Edward	Logan, Patrick	Schnabel, John
Cross, Noah	Martz, Samuel	Shadle, William
Dampman, John	Martz, John B.	Sheriff, Jacob
Emerick, Benjamin	Mattison, David	Strausser, John
Freshley, Jacob	Minnig, Jacob L.	Weber, John L.
Frohberger, Frederick	Minnig, Edward	Wendling, John
Gray, Samuel	Minnig, William H.	Wise, Franklin
Hain, William	Moroney, William	Wright, John B.
Heffner, Henry	McLaird, James	Ulmer, Henry D.
	Musser, George W.	

COMPANY D, 6th REGIMENT

Helms, James K.	Small, William F.	Schreck, Daniel E.
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COMPANY H, 6th REGIMENT

Labenburg, John	Laubenstein, Samuel B
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COMPANY I, 16th REGIMENT

Stanton, Peter	White, Peter
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Part II.

Section 1.

AFTER the disastrous first Battle of Bull Run was fought and lost on the 21st of July, 1861, it became evident that the South meant to create a new nation; and that all hope of a peaceful settlement was gone, and war was inevitable. The North, determined to preserve the Union, began preparations for offensive action; and when the call for 300,000 volunteers to serve for three years was made, the recruiting of men and the organizing of units became active in all the loyal states.

During the month of August, 1861, a company was formed in Schuylkill Haven, which, when completed, went to Harrisburg, and was mustered into the service of the United States at Camp Curtin on the 9th day of September, to serve for three years, and became Company C, of the 50th Regiment of Pennsylvania Volunteers. The rank and file on that date numbered ninety-four men, sixty of whom were citizens of Schuylkill Haven and the immediate vicinity, ten of them having been in the three month's service. The rest of the company consisted of recruits from Pine Grove, Minersville, and other localities.

Most of the men from Schuylkill Haven were boatmen, who, inured to the day and night hardships and exposures of the Schuylkill Canal, were perhaps better fitted for a soldier's life than many in other pursuits. On one occasion their skill and knowledge came into use when they saved the Winfield Scott from sinking.

From the 9th of September to the 2d of October, Company C was engaged in company drill, and on the latter date was sent to Washington where it remained until the 9th, when it was moved to Annapolis. There the regiment was assigned to General Stevens' brigade, of General W. T. Sherman's corps, about fitting out for an expedition to South Carolina.

On the 19th of October, Company C and four other companies embarked on the transport Winfield Scott, a side-wheeler, an old, unseaworthy ship, and on the night of the 1st of November, when off Cape Hatteras, a heavy gale arose and she sprung a leak and was in danger of sinking. "Her masts were cut away, the freight and camp equipage were thrown overboard. A portion of her officers and crew deserted, and everything was given up for lost." At this juncture, the Schuylkill Haven boatmen took a hand, and under the lead of Captain Burkert, himself a boatman, set to work to stop the leaks, using canvas and bags, which kept her from sinking, and she was brought safely to Hilton Head.

On the 6th of December the company participated in the capture of Beaufort. On the following night a skirmish occurred, this being their

first engagement. A few were wounded on both sides, the Rebels leaving the island and staying away.

On the 29th of May the battle of Pocotaligo was fought. This was the first serious engagement in which the company was a participant, and the last during their stay on Beaufort Island. The casualties were four killed and nine wounded.

On July 12, 1862, they were ordered to Fortress Monroe in Virginia, and attached to the Ninth Army Corps, under General Burnside. The Ninth Corps was moved to support General Pope on the Rapidan River. The company was engaged in the first and second days' fighting in the second Battle of Bull Run, where George Hiney, a member of Company C was killed. On the first of August it was in the battle of Chantilly, and then was kept in constant skirmishing and marching all the way to South Mountain. On the 14th of September they arrived at South Mountain and were engaged in the battle of Crampton's Gap, in Maryland, which occurred on the 15th. On the 16th they reached Antietam; and on the 17th, the anniversary of the Constitution of the United States, was fought the bloodiest battle of the war, where four members of Company C were killed.

They were present at the battle of Fredericksburg on December 13th and then went into camp at Newport News, Va. Later they were moved to Kentucky and attached to the Army of Ohio. The company was with General Grant at Vicksburg at the time of its surrender. From there it moved to Jackson, Miss., and remained in that city until August 10, when it returned to Kentucky. At this time there were but eighty in the entire regiment fit for duty. The rest were in hospitals, suffering from wounds received in battle, or from malarial diseases. Even the men on active duty suffered from chills and fever.

The regiment was then moved to East Tennessee, going into camp near Knoxville, where the health of the men improved; and those cured and released from the hospitals joined them at that point, filling up the ranks and making it again fit for active service.

On the 10th of October the Rebels invaded East Tennessee. An army was sent to repel them. The Rebels were driven back as far as Blue Springs, near the Virginia boundary, and then returned to Knoxville.

After the return to Knoxville, they went into winter quarters, with orders to hold the approaches from the Southwest. Two weeks after their return to Knoxville, the Rebels advanced in force from Chattanooga along the Tennessee Railroad, driving back the Twenty-third Corps. The Ninth Corps was sent to support the Twenty-third Corps and was engaged in fighting until late in the evening. With orders to charge next morning.

they found the enemy to be too strong on their front, and were forced to retreat, being so closely pursued over muddy roads that in order to escape they had to sacrifice the officers' baggage and all the regimental books and papers.

At Campbell's Station the Rebels were held in check, and the Union forces fell back on Knoxville, on November 17th. They at once began to fortify it. The work was hard, and their only subsistence was fresh pork and corn-cob bread, doled out to them in quarter rations. The Rebels began a siege, and on the 29th of November charged the defenses. They were repulsed with heavy losses. They made no further attempt, and on the 6th of December raised the siege and retreated.

Here at Knoxville, on the first of January, 1864, nearly the entire regiment re-enlisted. There were only 300 men in it at the time. The regiment was then ordered to go into camp at Nicholasville, Kentucky.

The troops had received neither shoes nor clothes from September, 1863, to January, 1864, and only a few had blankets. Their suffering through December and January was intense. On Christmas day they had nothing to eat until evening, and then only a part of a ration.

The march to Nicholasville took ten days. The distance was 200 miles. Many of the men were barefooted, and the ground was covered with snow. Before leaving camp they had drawn rawhides, with which they made moccasins; but during the middle of the day, when the roads were soft, the green hide became pliable, and stretched so much that the moccasins could not be kept on the feet. "As they passed over the rough roads of the mountain regions, the chilling blasts of winter swept their shivering ranks, and to add to their distress, they nearly perished with hunger."

On arriving at Nicholasville they received rations and clothes, and rested. Soon after their arrival and after recuperating they left for Pennsylvania, reaching Harrisburg on the 6th of February, 1864. Here they were given a veteran furlough, and left for their homes.

COMPANY C, 50th REGIMENT, PENNSYLVANIA VOLUNTEERS

This company, consisting of 96 men, rank and file, was mustered into the service of the United States in Camp Curtin, at Harrisburg, Pa., on the 9th day of September, 1861, to serve for three years, unless sooner discharged.

Daniel F. Burkert, Captain,
Charles E. Brown, Captain,

Mustered out Dec. 31, 1864, at expiration of term.
Promoted from Corporal to Sergeant; to 1st Lieut.
Nov. 26, 1864; to Captain, Jan. 15, 1865. Mustered out with company, July 30, 1865. Vet.

William H. Hiney, 1st Lieut.,	Promoted from Sergt. to 2d Lieut., Oct. 21, 1862; to 1st Lieut., Mar. 17, 1864; died July 8, 1864, of wounds received in action June 1, 1864.
Samuel A. Losch, 1st Lieut.,	Promoted to Corporal; to Sergeant; to 2d Lieut., March 17, 1865; to 1st Lieut., April, 1865. Mustered out with company, July 30, 1865. Vet.
John F. Saylor, 2d Lieut.,	Resigned July 29, 1862.
Augustus Mellon, 2d Lieut.,	Promoted from Corporal to Sergeant; to 2d. Lieut., June 17, 1865. Mustered out with company, July 30, 1865.
David Raudenbush, 1st Sergt.,	Promoted from Corporal to Sergeant, to 1st Sergt., July 1, 1865. Mustered out with company, July 30, 1865. Vet.
William Hill, 1st Sergt.,	Promoted from Corporal to Sergeant; to 1st Sergeant. Killed at Wilderness, May 6, 1864. Vet.
Levi Eckert, Sergt.,	Promoted to Corporal; to Sergeant, Nov. 26, 1864. Mustered out with company, July 30, 1865. Vet.
Henry Hill, Sergt.,	Promoted to Corporal; to Sergeant, Mar. 20, 1865. Mustered out with company, July 30, 1865. Vet.
George Schwenk, Sergt.,	Promoted to Corporal; to Sergeant, Mar. 20, 1865. Mustered out with company, July 30, 1865. Vet.
Samuel Hoffman, Sergt.,	Promoted to Corporal; to Sergeant, July 1, 1865. Mustered out with company, July 30, 1865. Vet.
Alex. P. Garrett, Sergt.,	Promoted to Corporal; to Sergeant; to Sergeant Major, Mar. 20, 1865. Vet.
Henry M. Deibler, Corporal,	Promoted to Corporal. Mustered out with company, July 30, 1865. Vet.
George W. Cake, Corporal,	Promoted to Corporal. Absent in arrest at muster-out. Vet.
Jacob Scheck, Corporal,	Promoted to Corporal, Nov. 26, 1864. Mustered out with company, July 30, 1865. Vet.
Charles Oswald, Corporal,	Promoted to Corporal. Mustered out with company, July 30, 1865. Vet.
Isaac Eckert, Corporal	Promoted to Corporal, March 20, 1865. Mustered out with company, July 30, 1865. Vet.
William Wildermuth, Corporal,	Promoted to Corporal, May 16, 1865. Mustered out with Company, July 30, 1865. Vet.
Frederick Scheck, Corporal,	Promoted to Corporal, July 1, 1865. Mustered out with company, July 30, 1865. Vet.
Gottlieb Burkert, Corporal,	Promoted to Corporal, July 1, 1865. Mustered out with company, July 30, 1865. Vet.
John Dowdle, Corporal,	Promoted to Corporal. Captured at Spottsylvania C. H., May 12, 1864. Discharged by General Order, June 3, 1865. Vet.
George H. Hoffman, Corporal,	Discharged on Surgeon's certificate, date unknown.
Robert Bechtel, Corporal,	Not on muster-out roll.
Benjamin Brown, Corporal	Promoted to Corporal. Not on muster-out roll.
Jeremiah Helms, Drummer,	Killed at Antietam, Sept. 17, 1862.

Privates

Agley, Samuel,	Died at Andersonville, date unknown. Vet.
Baker, Lafayette,	Mustered out July 30, 1865. Vet.
Berger, Augustus,	Killed at Antietam, Sept. 17, 1862.
Berger, Elias,	Prisoner May 12, 1864, to Mar. 4, 1865. Discharged Mar. 9, 1865. Vet.
Emerich, William	Discharged July 30, 1865. Vet.
Fickenshu, Peter	Discharged on Surgeon's certificate; date unknown.
Fenstermacher, Franklin,	Wounded; date unknown. Not on muster-out roll.
Getler, Jacob,	Killed in action, June 17, 1864.
Gilbert, Aaron P.,	Discharged on Surgeon's certificate; date unknown.
Graeff, John,	Mustered out Sept. 10, 1864. Expiration of term.
Heebner, George	Mustered out July 30, 1865. Vet.
Hehn, Jacob	Discharged for wounds received in action; date unknown. Re-enlisted Feb. 22, 1864. Mustered out July 30, 1865.
Hiney, George	Killed at second Battle of Bull Run.
Hoffman, William	Transferred to Veteran Reserve Corps. Date unknown. Vet.
Kiehner, Stoughton	Discharged July 30, 1865. Vet.
Knarr, Benjamin	Discharged April 19, 1865. Expiration of term.
Knarr, Charles	Discharged Sept. 29, 1864. Expiration of term.
Kramer, Jonas W.	Discharged for wounds received in action. Date unknown.
Long, Joseph	Killed in action, Dec. 31, 1864. Vet.
Moyer, George	Discharged July 30, 1865. Vet.
Music, Daniel	Died, date unknown.
Oswald, Israel	Transferred to Veteran Reserve Corps, Jan. 1, 1865. Vet.
Oswald, Edward	Not on muster-out roll.
Patton, William	Not on muster-out roll.
Pugh, Morgan	Mustered out Sept. 29, 1864. Expiration of term.
Reed, George	Mustered out July 30, 1865. Vet.
Saylor, James M.	Discharged Sept. 29, 1864. Expiration of term.
Schwartz, Lucien	Died; date unknown.
Simpson, George	Died of wounds received in action; date unknown.
Williams, William	Discharged July 30, 1865. Vet.
Wesner, Samuel	Discharged July 30, 1865. Vet.
Williams, Patrick	Prisoner, died, date unknown. Vet.
Wagner, William	Killed in action, Aug. 19, 1864. Buried in Ninth Army Corps Cemetery, Meade Station, Va.
Williams, Alexander	Discharged on Surgeon's certificate; date unknown.
Wise, Franklin	Discharged from wounds received in action; date unknown.

Section II.

COMPANY C, 50th REGIMENT

HAVING been granted a veteran furlough, Company C came home to spend and enjoy its leave among friends and relatives. An ovation was given them. The change was a welcome one, after three years of a hardtack diet and the ground for a bed.

About one-half of the original company returned, and nearly all of them re-enlisted. Those re-enlisting were distinguished by the term Veteran, a mark of honor given to all soldiers serving for three years or over and re-enlisting. The word means old, not necessarily in years but in service. Hence, those enlisting after a previous three year term had the mark "Vet." placed after their names on the records.

Immediately after their arrival recruiting to fill their depleted ranks began, and by the time their furlough ended the company was nearly filled up with new volunteers, mostly from Schuylkill Haven.

Here and there in northern localities there were a few Rebel sympathizers who were loud in denunciation of the Union and the war. There was one such here, and one day some highly incensed soldiers entered his place and gutted it, doing no harm, however, to the inmates. The affair had the appearance of a riot and caused much concern for the time.

At this time soldiers were being obtained by the draft, and in some parts of Schuylkill County there was organized resistance to it. The Government, in order to enforce it, sent a company of the Invalid Corps into the county, with headquarters at Pottsville. Hence, when the disturbance in Schuylkill Haven took place, this Corps was called upon to suppress it. The Corps came at once, bringing with them two cannon, which they planted on Main Street, between what are now the Hoy and Stine buildings, the muzzles pointing to the railroad. The town was virtually under martial law for two days. Things became quiet after this demonstration and the Corps went back to their barracks.

On the expiration of their furlough, Company C, with its new recruits, went to Harrisburg, and from there to Annapolis, Maryland, on the 20th of March, where it rendezvoused, in order to recruit its minimum, and to drill and organize. Thence it moved to Washington and was reviewed by President Lincoln, and then marched onward, getting over the Bull Run battlefield on the 8th of April, and reaching the Rapidan on the 5th of May.

Early on the morning of the 6th it became heavily engaged in the battle of the Wilderness, the company losing in killed in this engagement.

Sergeant William Hill, privates Samuel Martz, Michael Reilly, Levan J. Warner, and Peter Fritz, who died of wounds received in action.

On the 9th the regiment was engaged at Ny River, near Spottsylvania Court House. Christ's Brigade carried the heights in front. "With fixed bayonets the 50th charged up the steep ascent and routed the force of Rebels. But the success was gained at a fearful cost, losing in killed, wounded and missing one hundred and twenty men."

On the 12th the 50th was in the hard battle of Spottsylvania Court House. Corporal John Dowdle, the poet of Company C, and private Elias Berger were made prisoners; Jacob Benedict, Joseph D. Lehman, Thomas Lloyd and Franklin Sharon were killed. At Cold Harbor the regiment was in the front line in the battle of the 2nd of June, and suffered severe losses.

On the 12th of June the regiment crossed the Chickahominy and moved to the line in front at Petersburg, Va. Here it was on picket duty from the 21st of June to the 25th of July. On the 29th the regiment moved to the rear of the 48th Regiment's mine, and on its explosion was ordered to the support of the troops led to the charge. It reached the crater, but the entire attacking force was driven back.

The regiment remained in the front of the ruined fortifications until August 19th, when it marched to the Weldon Railroad, and in the engagement that ensued, Sergeant Charles E. Brown, of Company C, captured one of the enemy's colors, for which act of bravery he received later a Congressional medal.

Marching, fortifying, and fighting continued incessantly during the rest of the month of August. They remained on the front and were actively engaged in all movements until October 12, 1864. Receiving new recruits at this time, the regiment went into camp for two weeks for drill, and on the 27th it again moved to the front and was on duty there until the 29th of November.

On the 29th of November the 50th moved to Fort McGilvery, near Petersburg, Va., and went into winter quarters, remaining there until the Spring of 1865.

On the 2nd and 3rd of April, 1865, the 50th was one of the first regiments to reach the city of Petersburg after its fall. On the 15th of April it moved to City Point and embarked for Washington, where it remained in camp until the 30th of June, 1865.

Preparations had been made by the Government for the laying of a cornerstone on the battlefield of Gettysburg on the 4th of July, 1865. By order of the Secretary of War, upon the recommendation of Lieutenant General U. S. Grant, the Fiftieth Pennsylvania Regiment was ordered to

represent the Infantry branch of the Army in the ceremonies of the occasion. This was a distinguished honor, of which the town should feel proud, in that it is an evidence that the 50th regiment was the most meritorious one in the service.

Going back to Washington from Gettysburg, they went into camp at Georgetown, and were honorably mustered out of the service of the United States on the 30th day of July, 1865.

Volunteers of 1864, mustered out July 30, 1865:

Bausman, George	Eiler, Charles	Paul, Peter
Becker, William	Guertler, William D.	Reber, Lewis B.
Berger, David	Hain, William	Rieger, Edward
Boyer, Lewis	Harner, Romanus	Rieger, Albert
Block, David	Heebner, Edward	Rupp, Thomas
Bretz, William	Hoffman, Jerome	Seaman, Lewis
Brown, George W.	Knarr, Isaac	Seifert, John
Burns, Henry	Knarr, George	Seifert, William B.
Burns, Franklin	Koch, William J.	Smith, John
Combs, Alpheus	Koch, William	Sweeney, John
Christian, Henry B.	Krebs, Andrew J.	Tyson, William H.
Eckert, John N.	Lindenmuth, Jacob	Williams, Charles
Eckert, William	Losch, William D.	Wall, Augustus
Eckert, John	Lloyd, Adam	Wallisa, Thomas
Eckert, Marks E.	Martz, John B.	Wright, Josiah

Volunteers of 1864, mustered out prior to July 30, 1865, and those killed in action, died of wounds, or discharged:

Bartolet, Albert	Killed at Cold Harbor, Va., June 3, 1864.
Benedict, Jacob	Killed at Spottsylvania Court House, May 12, 1864.
Burkert, Charles	Killed in action, August 19, 1864.
Delcamp, Peter	Discharged by General Order, Aug. 16, 1865.
Ebert, Daniel	Killed at Wilderness, May 9, 1864.
Eckel, Emanuel	Killed at Cold Harbor, June 3, 1864.
Fisher, Franklin	Discharged by General Order, June 9, 1865.
Fitzsimmons, Peter	Died, date unknown.
Fritz, Peter }	Died of wounds received at Wilderness May 6, 1864.
Fritz, John }	Killed in action, April 2, 1865.
Lendal, John L.	Discharged on Surgeon's certificate; date unknown.
Lloyd, George W.	Discharged by General Order, July 11, 1865.
Martz, Daniel	Discharged by General Order, May 16, 1865.
Martz, Samuel	Killed at Wilderness, May 6, 1864.
Reed, John	Killed in action, May 25, 1864.
Scheck, Paul	Substitute. Discharged by General Order, June 30, 1865.

Shappell, Charles	Transferred to Veteran Reserve Corps, Dec. 34, 1864.
Sullivan, Daniel	Discharged on Surgeon's certificate date unknown.
Tyson, Irving W.	Discharged by General Order, June 10, 1865.
Warner, Levan J.	Killed at Wilderness, May 6, 1864.

SERVICE IN OTHER UNITS

In enumerating the names of Schuylkill Haven men who served in other units than Company C of the 50th Regiment, all narrative will be dispensed with, deeming a list of names sufficient for this purpose.

COMPANY B, 48th REGIMENT, PENNSYLVANIA VOLUNTEERS

(These ranking officers all enlisted Sept. 19, 1861.)

Ulysses A. Bast, Captain	Promoted from 1st Lieut. Sept. 20, 1862. Mustered out Sept. 30, 1864. Expiration of term.
William Kissinger, Sergeant	Promoted to Sergeant. Died May 24, 1865, of wounds received in action May 12, 1864. Vet.
Samuel C. Stouch, Sergeant	Promoted from Corporal. Discharged on Surgeon's Certificate, September, 1864.
Sebastian Bickert, Sergeant	Promoted to Corporal; to Sergeant, May 23, 1865. Mustered out July 17, 1865. Vet.
John G. W. Bassler, Sergeant	Not on muster-out roll.
Jacob Freshley, Corporal	Mustered out Sept. 30, 1864. Expiration of term.
Clement Betzler, Corporal	Mustered out July 17, 1865. Vet.

Privates

Bubeck, John E.	Enlisted March 31, 1864. Discharged by General Order, June 26, 1865.
Copeland, Henry	Enlisted Sept. 19, 1861. Not on muster-out roll.
Dress, Charles	Enlisted Sept. 19, 1861. Not on muster-out roll.
Hamm, Conrad	Enlisted Sept. 19, 1861. Not on muster-out roll.
Reppert, William	Enlisted March 1, 1864. Mustered out July 17, 1865.
Shappell, Henry	Enlisted Feb. 23, 1864. Mustered out July 17, 1865.
Scheck, Paul	Enlisted Sept. 19, 1861. Not on muster-out roll.
DeLong, Jackson	Enlisted Sept. 19, 1861. Not on muster-out roll.

COMPANY D

James K. Helms, Captain	Promoted from Sergeant to 2d Lieut., Dec. 10, 1862; to 1st Lieut., Sept. 1, 1863; commissioned captain, July 22, 1864. Not mustered out. Discharged by Surgeon's order, Oct. 19, 1864. (Wounded; brought home on a stretcher.)
Patrick Hooligan, Corporal	Enlisted Feb. 15, 1864. Mustered out July 17, 1865.

Privates

Kline, George W.	Enlisted Sept. 23, 1861. Not on muster-out roll.
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COMPANY I

Reed, Thomas J.	Mustered out July 17, 1865.
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COMPANY E

Privates

Auman, Henry	Enlisted Feb. 12, 1864. Captured June 12, 1864. Discharged July 19, 1865.
DeFrehn, John A.	Enlisted Feb. 11, 1864. Mustered out July 17, 1865.
Dress, Cornelius	Enlisted Feb. 7, 1864. Mustered out July 17, 1865.

COMPANY K, (Recruited at Cressona) SCHUYLKILL HAVEN MEMBERS

Patrick F. Quinn, Sergeant	Not on muster-out roll.
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Privates

Homan, Amos	Enlisted Feb. 20, 1864; mustered out July 19, 1865.
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The names of Cressona citizens who enlisted in this company are given entirely from memory, which will account for inaccuracies.

Francis A. Stitzer, Captain	Promoted from 1st Sergeant to 2d Lieut., Aug. 29, 1862; to Captain, Nov. 28, 1864; to Brevet Major, April 2, 1865.
Thomas Irwin, 1st Lieut.	Promoted from Sergeant to 1st Sergeant, to 2 Lieut. Oct. 4, 1864 to 1st Lieut., Dec. 1, 1865. Mustered out, July 17, 1865.
George M. Dengler, 1st Sergeant	Promoted from Corporal to 1st Sergeant. Mustered out July 17, 1865.
George J. Weaver, Sergeant	Promoted to Sergeant. Mustered out July 17, 1865.
Howard W. Haas, Corporal	Mustered out July 17, 1865.
William F. Reed, Corporal	Mustered out July 17, 1865. Vet.
Edward P. Payne, Corporal	Mustered out July 17, 1865. Vet.
Albin Day, Corporal	Mustered out July 17, 1865. Vet.
John C. Berger, Corporal	Promoted to Com. Sergeant, Oct. 1864. Vet.
John F. Dentzer, Corporal	Died of wounds received in action.
Charles Boyer, Corporal	Not on muster-out roll.
Patrick Hanley, Corporal	Not on muster-out roll.

Privates

Bartolet, Richard	Dentzer, George	Ludwig, Milton
Bartolet, John	Dress, William D.	Labenberg, William
Bausum, John	Day, James, Jr.	Morgan, George
Boyer, Daniel	Day, Frederick H.	Mains, George F.
Boyer, Peter	Delph, George D.	Snyder, Frederick
Carr, John	Edinger, Horatio	Stitzer, David H.
Dress, Jonathan	Grimm, Henry	Simon, Franklin
Dress, David R.	Gray, Arthur	Weaver, Andrew
Dress, David D.	Hudson, Thomas E.	Wildermuth, Joseph
	Kline, Benjamin F.	

96th REGIMENT

Daniel W. Bland, Surgeon	Augustus F. Palsgrove, Drummer.
Charles Sailor, Quartermaster	

COMPANY A

J. Albert Saylor, 2d Lieut.

Privates

Dengler, Joseph F.

Dentzer, John

COMPANY B

Hartenstine, Henry

COMPANY G

Blanche, Edward

COMPANY F, SEVENTH CAVALRY

Bartolet, William H.

Reed, Francis C.

Freed, Henry C.

Trump, Samuel

Poff, Amos

COMPANY K

Robert I. Small

W. Henry Wilover

Samuel Byerly

COMPANY H

William Hoffman

COMPANY P, 28th REGIMENT

Leffler, William

COMPANY F, 22d REGIMENT

Gilbert, Adam

COMPANY A, 34th REGIMENT

Drey, Benjamin

43d REGIMENT(1st ARTILLERY)

Alexander C. Wilson, Corporal. Mustered out July 1, 1865.

FIFTH CAVALRY

Peter D. Helms, Bugler

Privates

Charles Williams

John H. Minnig

Henry Dress

Henry Luckenbill

COMPANY H.

Nuttle, Oliver

COMPANY C, SIXTH CAVALRY

Daniel Hoffman

George W. Burton

Co. H.

Borda, Albert

Loy, William

Knarr, George

Moyer, George

Witman, Cyrus

COMPANY G

Henry Wright

COMPANY E, 72d REGIMENT

Raudenbush, Charles

89th REGIMENT

Burton, George W.

COMPANY A, 93d REGIMENT

Bowman, Henry C.

COMPANY D

Barr, Jacob

Valentons Mills. Regiment unknown.

Samuel Shollenberger. Cavalry.

Robert Roan. Fireman (Tug).

REGIMENTS OF OTHER STATES

8th Illinois Cavalry

Jacob S. Deibert

15th Illinois Infantry

Rudolph Small

Number not Ascertained

Morgan F. Saylor

15th Kentucky

Joseph Rupp

Medical Cadet Regular Army

George Saylor

Secret Service

Samuel Byerly

Navy

Simon Bassler, Captain's Clerk. In Signal Corps after-
ward until retired.

William S. Peale

James M. Carr, Fifer. Albert Saylor

John Gray

Michael McGuggart

Edward Reilly

Marines

William Huntzinger

John B. McGeoy

William Yost

PART III

THE MILITIA OF 1862

GENERAL McCLELLAN having been relieved from command and ordered to take charge of the defenses of Washington, the Army of the Potomac became a part of the Army of Northern Virginia under General John Pope.

On the 29th and 30th of August, 1862, the second Battle of Bull Run was fought when Pope was badly defeated and his army routed, retreating in disorder toward Washington.

The Rebels emboldened by their success immediately started to invade the North, marching to the Upper Potomac with Pennsylvania as their objective.

General McClellan was restored to the command. He at once made preparations to pursue the Rebel army, organizing and assigning while on the march. The men, disheartened by defeat, when informed that Little Mac was again their commander, became enthusiastic and recovered their spirit.

Fearing an invasion of Pennsylvania, Governor Curtin issued a proclamation on the 4th of September, calling on the people to arm and prepare for defense, and recommended the immediate formation of companies and regiments throughout the State, and for the purpose of drilling, that all business be stopped at 3 P. M.

"On the 10th of September, the danger having become imminent, the enemy being already in Maryland, he issued a general order, calling on all able-bodied men to enroll immediately for the defense of the State, and to hold themselves in readiness to march on an hour's notice; to select officers; to provide themselves with such arms as could be obtained, with sixty rounds of ammunition to the man, tendering arms to such as had none, and promising that they should be held for service for such a time only as the pressing exigency for State defense should continue.

"On the following day, acting under the authority of the President of the United States, the Governor called for 50,000 men, directing them to report by telegraph for orders to move, and adding that further calls would be made as the exigencies should require. The people everywhere flew to arms and moved promptly to the State Capitol."

On the night of the 12th, one regiment and eight companies were sent forward and others followed as soon as organized. The militia concentrated at Chambersburg and Hagerstown. Fifteen thousand men were pushed forward to Hagerstown and Boonesboro, and a portion of them stood in

line while the battle of Antietam was being fought. Ten thousand were posted near Chambersburg and Greencastle, and twenty-five thousand were at Harrisburg ready to go forward.

The enemy having been defeated at Antietam and driven back the emergency having passed, the men were ordered to return to Harrisburg, and were mustered out according to promise, on the 24th of September, having served an average of 12 days.

This was probably the most remarkable military event in history when it is considered that within the space of from two to five days from the date of the call, an army of fifty thousand men was gathered together and organized to fight.

General McClellan, writing to Governor Curtin afterward, thanked him for his energetic action in calling out the militia and placing them in the field, and added, "Fortunately, circumstances rendered it impossible to set foot upon the soil of Pennsylvania, but the moral support rendered to my army by your action was none the less mighty. In the name of my army and myself, I again tender you our acknowledgements for your patriotic course. The manner in which the people of Pennsylvania responded to your call, and hastened to the defense of their frontier, no doubt exerted a great influence upon the enemy."

Within this period of fourteen days there were organized and placed in the field, or ready to be, twenty-six full regiments, four battalions, forty-two independent companies of infantry, seventeen independent companies of cavalry, and five independent companies of artillery.

Complying with the request of the Governor, business was suspended and drills held on St. John Street every day until the company, which was organized, left for Harrisburg.

Arriving at Harrisburg, the company was mustered into the service of the State of Pennsylvania as Company A of the 17th Regiment.

The roster follows:

17th REGIMENT P. V. M.

Charles S. Leader, Lieutenant Colonel Promoted from Captain
September 1, 1862.

COMPANY A

1st Lieutenant, Lewis L. Huntzinger
2nd Lieutenant, Joshua Heiser
1st Sergeant, Joseph Kerkeslager
Sergeant, Charles F. Kauffman
Sergeant, John F. Barth
Sergeant, Frank C. Barr
Sergeant, John B. Martz

Corporal, Frank Simon
 Corporal, Joseph Schwalm
 Corporal, Daniel E Schreck
 Corporal, Henry W. Guertler
 Corporal, Edward Heiser
 Corporal, David B. Holmes
 Corporal, George W. Bolton
 Corporal, William Clouse

Privates

Angstadt, Daniel
 Barr, David S.
 Bast, Emanuel
 Berger, John
 Berger, Samuel
 Brobst, William
 Burns, Franklin
 Burton, Albert J.
 Byerly, William
 Byerly, Daniel
 Christ, James F.
 Clay, Henry
 Deibert, Charles V. B.
 Deibert, William H.
 Eckert, William
 Eiler, Charles
 Emerich, Elijah
 Frehafer, George W.
 Frehafer, Elhannon
 Frehafer, Rolandus, H.
 DeFrehn, Isaac
 Freed, Henry C.
 Fritz, Lewis W.
 Geiger, Englebert
 Guss, John C.
 Guss, Wallace

Hagner, Daniel
 Harner, Romans
 Heisler, Lewis
 Hiller, Albert
 Hendricks, John
 Hendricks, Commodore
 Hendricks, Sassaman
 Homan, Amos
 Hause, Thomas
 Kaufman, John G.
 Kendt, Eli C.
 Kline, Jeremiah
 Koch, William J.
 Koons, John W.
 Leader, Charles C.
 Lendt, Christian
 Levan, Aaron B.
 Long, Isaac
 Long, Thomas
 Leib, Charles P.
 Maberry, Joseph
 Miller, William
 Nugent, Charles
 Neiheiser, William
 Paxon, Jonathan
 Rauch, Charles

Reber, Daniel
 Reber, Benjamin K.
 Rickson, John R.
 Roach, Michael M.
 Robinson, Albert J.
 Saylor, Henry J.
 Seyfert, Isaac H.
 Shadle, William
 Sheaf, Daniel B.
 Shappel, Henry
 Shults, Samuel S.
 Seiger, Wesley
 Sloyer, Aaron
 Small, Robert
 Snyder, Daniel K.
 Stager, Alfred E.
 Stauffer, Isaac
 Sterner, Jeremiah H.
 Stitzer, Theodore W.
 Strickler, Albert
 Worts, John K.
 Walton, Henry
 Weaver, Charles
 Yeager, Hiram J.
 Zulick, Henry B.

NINE MONTHS' MEN

In July, 1862, a retired officer, living in Lancaster, Pa., asked for and obtained authority from the Governor to raise a regiment to serve for a period of nine months. Officers in other parts of the State received permission to recruit regiments for the same term. Hence during the months of July, August, and September fifteen such regiments were raised and mustered into the service of the United States.

These regiments saw a hard service and shared the severest part of the experience of the Army of the Potomac, taking advanced positions often at important points, especially at the great battles of Fredericksburg, Chancellorsville, and Gettysburg.

On the expiration of their term of service, they were mustered out, May 29th, 1863. The Schuylkill Haven men enlisted in the Nine Months' Service were:

127th REGIMENT, COMPANY E

Sherer, Justus, Captain

Mustered out May 29th, 1863.

COMPANY K

Fox, William, Captain

Killed at Fredericksburg. Body brought here for burial.

Hunnel, Jacob, Corporal

Mustered out May 29th, 1863.

Auman, Henry, Private

Mustered out May 29th, 1863.

Bomberger, Samuel, Private

Wounded at Fredericksburg, December 13, 1862

Mustered out May 29th, 1863.

Geiger, Charles, Private

Mustered out May 29th, 1863.

Lash, James L., Private

Mustered out May 29th, 1863.

Lessig, Reuben, Private

Mustered out May 29th, 1863.

Maberry, Charles, Private

Mustered out May 29th, 1863.

Moyer, Reuben, Private

Wounded at Fredericksburg, December 13, 1862.

Mustered out May 29th, 1863.

Rupp, John Jr., Private

Mustered out May 29th, 1863.

Reber, George W., Private

Mustered out May 29th, 1863.

Schreckengast, Samuel, Private

Mustered out May 29th, 1863.

Harbst, Charles, Private

Mustered out May 29th, 1863.

Snyder, Jeremiah, Private

Mustered out May 29th, 1863.

Strausser, William, Private

Mustered out May 29th, 1863.

Williams, Milton, Private

Mustered out May 29th, 1863.

129th REGIMENT, COMPANY B

Coho, Martin V. B., 1st Lieutenant

Mustered out May 18th, 1863.

Coho, John, 1st Sergeant

Mustered out May 18th, 1863.

Deibert, Charles F., Private

Wounded at Fredericksburg, December 13th, 1862.

Mustered out May 18th, 1863.

Guertler, William D., Private

Wounded at Fredericksburg, December 13th, 1862.

Mustered out May 18th, 1863.

Mattern, Ephraim, Private

Mustered out May 18th, 1863.

Neiman, Benjamin, Private

Mustered out May 18th, 1863.

Saylor, Benton, Private

Mustered out May 18th, 1863.

Scheck, Frederick, Private

Discharged on Surgeon's Certificate, November 16, 1862.

Yeager, Alfred G., Private

Mustered out May 18th, 1863.

COMPANY H.

Uetz, George, Corporal

Private to Corporal, January 18, 1863. Mustered out May 18th, 1863.

COMPANY E.

Freed, George, Private

Mustered out May 18th, 1863.

Spang, William

Mustered out May 18th, 1863.

Wertley, Jacob

Mustered out May 18th, 1863.

151st REGIMENT, COMPANY I.

Héndricks, John, Coporal	Mustered out July 27th, 1863.
Hendricks, Commodore, Private	Captain at Gettysburg, July 1st, 1863.
	Mustered out July 27th, 1863.
Palsgrove, Stephen, Private	Mustered out July 27th, 1863.

EMERGENCY AND STATE MILITIA

Troops of 1863

On December 13th, 1862, and on May 3rd, 1863,, the Rebels won the two great battles of Fredericksburg and Chancellorsville, both in Virginia. Emboldened by these successes, their leaders determined to invade the North. For a long time their movements were secret and veiled so that their objective was not apparent.

The Federal authorities, however, expecting the Rebels to invade Pennsylvania, on June 9th, 1863, created the Departments of the Monongahela and Susquehanna in that State, putting the latter under the command of Major General Darius N. Couch, and the former under Major General William T. H. Brooks.

These officers were authorized to organize Departmental Corps and, on assuming command, issued orders calling upon the people of the State to volunteer. On the 12th of June, Governor Curtin issued a proclamation urging the people to respond to the call made by those officers. At this time no real invasion was anticipated, but General Couch said, "To prevent serious raids by the enemy, it is deemed necessary to call upon the citizens of Pennsylvania to furnish promptly all the men necessary to organize an army corps of volunteer infantry, cavalry, and artillery, to be designated the Army Corps of the Susquehanna."

It was announced that the troops so organized would be mustered into the service of the United States, to serve during the pleasure of the President, or the continuance of the war. These forces were to be enlisted for the emergency only and, when that was over, they were to be returned to their homes.

Troops were rapidly enrolled at Harrisburg where eight regiments were mustered into the service of the United States. They were called the Emergency Troops. The 27th Regiment under Colonel Frick guarded the Columbia Bridge and engaged the enemy at Wrightsville and, being compelled to retreat, they burned the bridge behind them. The Schuylkill Haven Emergency Soldiers were in this regiment.

On the 26th of June, Governor Curtin issued a proclamation calling for sixty thousand men to be mustered into the service of the State for

ninety days, unless sooner discharged. Twenty-eight regiments of infantry and a number of independent companies of cavalry and artillery were organized under that order.

After the defeat of Lee at Gettysburg, and his subsequent retreat from the State, the emergency was deemed to be over, and during the months of August and September, they were mustered out.

"With few exceptions they were not brought to mortal conflict. But they, nevertheless, rendered most important service. They came forward at a moment when there was pressing need. Their presence gave great moral support to the Union army and, had that army been defeated at Gettysburg, they would have taken the places of the fallen, and would have fought with a valor and desperation worthy of veterans."

27th REGIMENT, EMERGENCY, 1863

COMPANY B

Voute, Charles H., Corporal

COMPANY C

Bassler, John G. W., 1st Lieutenant

Guss, John C., Sergeant

Robinson, Alfred J., Corporal

Leader, Charles C., Corporal

Privates

Christ, James C.

Deibert, Henry

Farrar, George

Frehafer, Elhannon

Gordon, Charles

Heiser, Reuben

Kaufman, George

Kline, George

Koons, Clinton

Leib, Charles P.

Losch, William G.

McGeoy, John B.

Mattern, William

Reed, Francis

Snyder, John

Sterner, Robert

Stitzer, Theodore W.

Wilson, William E.

Warner, Levan J.

9th REGIMENT, PENNSYLVANIA VOLUNTEER MILITIA

COMPANY I

William M. Randall, Captain

John W. Coho, 1st Lieutenant

Henry E. Hein, 2nd Lieutenant

Harry I. Stager, 1st Sergeant

Joseph C. Kerkeslager, Sergeant

Daniel E. Schreck, Sergeant

Alfred G. Yeager, Sergeant

Albert A. Hesser, Sergeant

William A. Field, Coporal

Joshua Martz, Corporal

Joseph M. Schwalm, Corporal

David B. Holmes, Coporal

Elijah Emerick, Corporal

Franklin C. Barr, Coporal

Joshua Heiser, Corporal

Henry S. Roudenbush, Corporal

Rolandus Frehafer, Musician

Jeremiah Kline, Musician

Privates

Auman, Henry

Armstrong, John

Achenbach, William

Bolton, George W.

Berger, David

Boyer, Charles (Cressona)

Bubeck, John E.

Christ, Edward

Clouse, William

Collins, Matthew	Hepler, Charles R.	Reed, Willia L.
Coxe, Hugh N. Pr. to Hos.	Hummel, Jacob	Reiger, Charles
Steward	Hummel, Henry	Reibsamens, Isaac
Dickenson, John	Heiser, Edward	Reed, Albert J. (Cressona)
Drey, Lewis	Hess, Frederick	Rehm, Daniel
Deibert, William S.	Hendricks, Sassaman	Schwenk, Jacob
Detrich, Peter	Hesser, Charles F. ✓	Strickler, Albert
Delcamp, William H.	Hummel, John	Sheip, George R.
Delcamp, Charles E.	Irwin, Robert	Saylor, Jacob R.
Dreher, Benjamin	Kaufman, Charles F.	Snyder, Adam
DeFrehn, Isaac	Koown, Edward	Schadel, William
Ebert, Daniel	Koch, William J.	Shultz, Samuel S.
Eisenhard, John	Knarr, Isaac	Seyfert, Isaac
Fenstermacher, John R.	Kantner, Frank P. (Cressona)	Shultz, Charles
Fidler, Richard H.	Kantner, Albert W.	Saylor, Morgan F.
Fritz, John	Moody, William F.	Sieger, Augustus
Fetter, Emanuel,	Martz, Samuel G. W.	Spindler, Christian
Freed, Henry	Moyer, Harrison	Stitzer, William F.
Greenawalt, Simeon	Martz, John B.	Sullivan, Daniel
Geiger, Jacob A.	Moyer, Michael	Simmons, Harrison
Guertler, Henry	Neiheiser, William	Stauffer, Isaac
Good, John	Neiman, Benjamin	Saylor, John F.
Heisler, Lewis	Paxson, Isaac	Uetz, George
Houk, Charles Y.	Palsgrove, Charles B.	Ulmer, Gerhard H.
Homan, Amos	Quinter, Henry R.	Wise, Franklin
Homas, Thomas	Reed, Franklin	

THE ONE HUNDRED DAY SERVICE OF 1864

In July, 1864, the Rebels made raids on the lines of the Baltimore and Ohio Railroad threatening Baltimore. In response to the call of the Governor a number of regiments were organized for one hundred days' service and sent to Baltimore, where they were on patrol duty until the expiration of their term.

194th REGIMENT, COMPANY C.

John C. Guss, 2nd Lieutenant	Frehafer, Elhannon, Private
Milton Williams, Sergeant	Farrar, George, Private
Henry Deibert, Corporal	Kaufman, George, Private
Jacob A. Huntzinger, Corporal	Rooney, John, Private
Collins, George, Private	Worts, William, Private

Miscellaneous

Livingston Saylor	31st Emergency, Company H, 2th Pennsylvania Cavalry. Escaped from Andersonville Prison.
Jere G. Bast	Company C, 20th Emergency.
Samuel Schwartz	Company A, 16th Pennsylvania Cavalry.
Milton Williams,	Company A, 16th Pennsylvania Cavalry.
Albert M. Saylor	Company A, 16th Pennsylvania Cavalry.

David S. Barr	Company A, 16th Pennsylvania Cavalry.
William Reppert	Company G, 11th Pennsylvania Reserves.
William H. Garrett,	Company A, 5th Pennsylvania Reserves.
Adam Gilbert	Company F, 3rd Pennsylvania Reserves.
Samuel Reed	Company I, 87th Pennsylvania Infantry.
John Katerman	Company B, 173rd Pennsylvania.
Adam DeLong	Company A, 119th Pennsylvania.
George W. Musser	Company M, 1st Pennsylvania Cavalry.
Samuel Bomberger	Company G, 145th Pennsylvania Infantry.
Thomas Miller	Company G, 116th Pennsylvania.
Moses Uebele	Company F, 116th Pennsylvania.
John Mick	Company D, 15th United States Regulars.
Philip Moyer	Company G, 173rd Pennsylvania.
James Conlan	Company K, 137th Pennsylvania.
Isaac Katerman	Company A, 93rd Pennsylvania.
Franklin D. Sterner	Captain, Inter. Rev. Service.
Henry Hagner	Company C, 6th Pennsylvania, three months.
David B. Holmes	Captain of a Company of colored troops in United States Regular Army.

The following names are those of men who were in the service during the War, but enlisted in places other than Schuylkill Haven, Pa.:

Dr. C. Lenker	Sergeant, Company H, 19th Ohio. Four years. Veteran.
Dr. O. P. Piper	Company I, 28th Pennsylvania.
Dr. Daniel Deckert	Company H, 186th Pennsylvania.
Charles Breyer	Company I, 90th Pennsylvania.
Samuel Reifsnnyder	Company I, 179th Pennsylvania.
Frank W. Berger	Company B, 55th Pennsylvania.
Samuel N. Hartranft,	Company A, 128th Pennsylvania.
Milton Ludwig	Company K, 48th Pennsylvania.
William Killian,	L. Battalion, 27th New York.
John Mill	
David Smith	Company C, 5th Pennsylvania Cavalry.
John Weibel	Company A, 48th Pennsylvania.
Henry H. Marshall	Company E, 12th Maryland.
Emanuel Goodyear	Company D, 25th Pennsylvania.
Rev. James O. Lehr	Company F, 17th. 1862 M.
James Butler	Company E, 50th Pennsylvania.
Henry J. Dohner	Company F, 93rd Pennsylvania.
Emanuel W. Baker	Company E, 188th Pennsylvania.

THE GRAND ARMY OF THE REPUBLIC

THE following figures have been taken from the appendix of the first volume of James G. Blaine's "Twenty Years of Congress."

The population of the whole United States in 1860 was 31,433,321. Of this number about 21,000,000 remained loyal to the Union; the

rest, over 10,000,000, became Rebels at the beginning of the war in April, 1861 when Fort Sumter was taken by the Rebels.

On the side of the North there were 2,780,478 enlistments, but owing to the great number of re-enlistments after the expiration of their terms, they are consequently counted in with the above number. When reduced to individuals the figures show that there were 2,063,391 men who served in the Union Army during the Rebellion.

No exact figures of the number in the Southern service exist, but it is estimated that there were 1,100,000 men engaged in it. Whatever their number may have been, they were large enough to swell the aggregate of both sides to more than 3,000,000 of men who were constantly under arms during the war, one out of thirty of the entire population.

In the Union Army there were killed in battle, died of wounds received in action and died of disease acquired in the service 304,360 men. There were 285,545 disabled men discharged, making a total loss of almost 590,000, more than one fourth of the number in the service.

The field of operations comprised all the territory from the Atlantic Seaboard on the east, to the Rio Grande in the west; from the Ohio River on the north, to the Gulf of Mexico on the south; and in that vast field were fought nearly two score great battles and innumerable smaller engagements; and added to them were the achievements of the Navy on the rivers and on the sea.

These engagements were fought by men whose methods were primitive compared with those of the present day. In battle they charged in solid phalanx—literally elbow touching elbow. In firing they loaded into the muzzle, biting off the end of the cartridge, and putting the ball home with the ramrod; placed a percussion cap on the nipple and then only were ready to shoot.

At the close of the war there were 1,000,516 men still in the service. They were mustered out during the summer of 1865 and soon thereafter a movement was set on foot to re-unite the soldiers, now again in civil life, into an organization designed to perpetuate its deeds and keep alive the spirit of patriotism.

Then was formed the Grand Army of the Republic, and immediately throughout the North the survivors got together and organized. Thus the living army of the field became a living army of the Nation, which kept alive their deeds of heriosm and added a devotion to the cause of liberty that has made the American people the great nation it is today.

JERE K. HELMS POST, NO. 26, G. A. R.

On the 8th of February, 1867, this post was formed. It was named in honor of Jeremiah Helms. Jerry was a boy under fifteen years. Memory and association with him knows him as a brave, impetuous and determined lad. He left home without permission and entered Company C, 50th Regiment, P. V. as drummer.

The quality of his bravery can be seen by the fact that at the battle of Antietam he laid aside his drum, seized a musket, entered the ranks, and received a minnie ball in his brain.

The chief factor in starting and building up this Post of the Grand Army was Captain James K. Helms, Jerry's eldest brother. He was assisted in the work by Lieutenant Samuel A. Losch and many others, and through their combined efforts it rapidly grew into a large membership and became at once the most important factor in the display functions of the town.

In 1867 a movement was made to create a memorial day. At the head of it was Major General John A. Logan, soldier and statesman. They chose the 30th day of May as the day upon which annually the graves of all soldiers were to be decorated with flowers. That day was appropriately named Decoration Day because it then became a duty to decorate all the graves of soldiers with flowers.

This ceremonial became the task of the Grand Army Post and was faithfully observed everywhere throughout the North on that day.

In Schuylkill Haven this duty was performed under the direction of Post 26. It was always the most splendid function of the whole year. On this occasion other civic societies joined and large parades were the order with music to enliven the march, and dirges and speeches to mark the solemn services.

Nowhere, it is safe to say, were these ceremonies so faithfully and beautifully observed as they were here; and at this late day when but a tottering remnant of the soldiers of 1861 are left, it is still observed by them, and, aided now by the newer generation of patriotic soldiers the ceremony is still carried out with its old time lustre.

This Post, in existence since 1867, financially was never self-sustaining and had it not been for fairs, camp-fires, dramas, and contributions, it could not continue to exist. It expended money in charity, remitted dues, and in many ways substantially aided every project.

A tribute must here be given to the many women of the town who were always ready to aid the Post in every way they could. Especially is

it true of Mrs. Elizabeth S. Bryant, Mrs. Mary D. Yeiser and Miss Emma Deibert, who bought an expensive memorial volume and gave it to the Post.

To Comrade Irving W. Tyson belongs the honor of systematizing the Decoration Day procedure of the Post. He was its Adjutant for many years, holding the position when he died. He kept an accurate record of the dead, marked each grave so thoroughly that none went undecorated on the 30th of May; and so marshalled the children that their display was the climax of the occasion, preceding taps.

The following is a list of the members of Jere Helms Post, No. 26, G. A. R., Department of Pennsylvania. These names are all entered here in order of their admission to membership:

James K. Helms,	George A. Diehl,	Jacob Schwenk,
Alexander P. Garrett,	Patrick F. Cooligan,	Oliver P. Piper,
Samuel A. Losch,	Henry T. Copeland,	Charles V. B. Deibert,
Elhannon W. Frehafer,	Charles P. Leib,	Joseph Maberry,
David B. Holmes,	Charles E. Quail,	Jere H. Sterner,
John B. Martz,	Frederick Snyder,	Elijah Emerick,
Daniel F. Burkert,	George W. Burton,	Harrison Moyer,
Henry Hill,	C. F. Sheck,	Thomas Miller,
Charles H. Shappell,	Augustus Mellon,	Jacob Gangloff,
Joseph P. Paxson,	John Katerman,	Henry B. Christian,
Irving W. Tyson,	Henry Luckenbill,	Henry H. Brownmiller,
Clinton H. Koons,	John Weibel,	Noah Cross,
Levi B. Beckley,	Paul Scheck,	Adam Snyder,
John A. DeFrehn,	Franklin Burns,	Thomas Hammer,
George H. Hoffman,	Henry H. Marshall,	John Dowdle,
William Leffler,	William H. Wilour,	Franklin C. Brown,
William Bartolet,	George B. Kaufman,	James O. Lehr,
Harrison Walters,	George Kline,	Samuel D. Byerly,
William Eckert,	Adam DeLong,	William Hoffman,
Henry J. Stager,	John L. Lindel,	Henry W. Kreter,
Henry Auman,	Robert F. Small,	Augustus L. Yeager,
Peter D. Helms,	Henry Burns,	William Hane,
William Neiheiser,	George W. Cake,	Aar'on Sloyer,
William D. Guertler,	George W. Musser,	John H. Motzer,
Romanus Harner,	George Heebner,	John Meck,
Samuel Schwartz,	Charles Breyer,	Moses Uebele,
William Reppard,	Samuel Reifsnyder,	Jacob Rittenhouse,
George Freed,	John Freshley,	Benjamin Logan,
Gottlieb Burkert,	Albert L. Moyer,	William Ryan,
Peter Paul,	Franklin W. Berger,	Dr. C. Lenker,
George Moyer,	Samuel N. Hartranft,	Patrick Swage,
Frank J. Diehl,	William Wildermuth,	Michael Wade,
George W. Reber,	Henry Knarr,	James Butler,
William H. Tyson,	John H. Minnig,	Joseph Wintermuth,
Daniel Renard,	George Reed,	Joseph Shappell,


John W. Coho,
 John B. McGeoy,
 William R. Linderman,
 Jere G. Bast,
 Charles E. Brown,
 Cyrus Witman,
 Isaac Knarr,
 George Knarr,
 Samuel Reed,
 Jerome Hoffman,
 Robert Sterner,
 Benjamin Neiman,
 Adam S. Lloyd,
 James M. Carr,
 William E. Wilson,
 Benjamin Knarr,
 Jacob Breininger,
 Jacob S. Deibert,
 Lewis R. Loye,
 Patrick F. Quinn,
 W. Harry Deibert,
 David Berger,
 Henry Wright,
 Franklin Fenstermacher,
 Edward Heebner,
 Albert Borda,
 Livingston Saylor,
 Charles Maberry,
 Elias Berger,
 Jonathan Leiby,
 Benton George Spangler,
 William Lloyd,
 Edward Shoener,
 Daniel Martz,
 Henry McDermott,
 Henry M. Deibler,
 Albert J. Robinson,
 William H. Garrett,
 William G. Losch,

Joseph Rupp,
 David Huber,
 A. M. Saylor,
 Caleb Kinzi,
 Emanuel H. Baker,
 James Bowman,
 David S. Barr,
 James M. Saylor,
 Milton Ludwig,
 George Berger,
 John T. Strause,
 Charles A. Wagner,
 George F. Steahlin,
 John Saulsbury,
 Samuel Bomberger,
 Thomas T. Reed,
 William F. Beyerle,
 John H. Miller,
 John E. Bubeck,
 William Killian,
 Lawrence Foy,
 John Mill,
 W. L. Reed,
 Charles B. Palsgrove,
 William Haines,
 David Raudenbush,
 Lewis Boyer,
 Peter Stanton,
 David Smith,
 Levi Eckert,
 William F. Stitzer,
 George Bousum,
 Levi Rubright,
 George W. Brown,
 Emanuel Goodyear,
 Charles S. Leiser,
 Franklin Schropp,
 William Becker,
 Reuben Heiser,
 Isaac Stauffer,

Frank B. Frederick,
 Adam Gilbert,
 Thomas J. Somers,
 Philip Moyer,
 James Coulsen,
 Philip Moyer,
 James Coulsen,
 Isaac Katerman,
 Daniel Sullivan,
 Patrick Calliman,
 Charles H. Smith,
 Justus Sherer,
 Joshua Emerick,
 Henry J. Dohner,
 Patrick J. Harney,
 George W. Bolton,
 William Eltz,
 Charles H. Haesler,
 William D. Trout,
 William Cramer,
 Joseph H. Hoppes,
 Lewis Riegel,
 Charles Harbst,
 Charles Riland,
 Paul Snyder,
 John Siegfried,
 Rev. Amos Graul,
 Peter Smithdeal,
 Frank S. Reber,
 Franklin D. Sterner,
 Alfred S. Stager,
 Aaron W. Gilbert,
 Henry Hagner,
 Hiram C. Holder,
 Joseph Seifert,
 Bernard Woltzer,
 Dr. Daniel Dechert,
 Jonathan K. Reber,
 Benjamin Dewald.

In concluding these memoirs the author desires to tender an acknowledgement to William Wildermuth, John H. Minnig, William H. Tyson, and Charles H. Leib for information furnished by them.

SPANISH AMERICAN WAR AND A RECORD OF CITIZENS WHO
PARTICIPATED*By H. A. REBER*

N April 25th, 1898, Congress after careful deliberation, declared war against Spain, the battleship Maine having been destroyed through the explosion of a mine in Havana harbor, causing the death of many of our sailors and marines.

The work of raising and equipping an army was at once begun and with the Regular Army as a nucleus, the National Guard of the various states were added and additional volunteers called for.

The war was unique in that it was the shortest, as well as most decisive war in which our country ever engaged and also in the fact that it was fought entirely by volunteer soldiers. Probably the last war that ever will be waged by this or any nation with all volunteers.

On April 28th, 1898, pursuant to General Orders No 7, A. G. O., the Fourth Regiment Infantry, National Guard of Pennsylvania, assembled in the various cities and towns in which the companies composing the regiment were located and from thence entrained for Mt. Gretna, Lebanon County, Pennsylvania, arriving the same day for the purpose of volunteering in the service of the United States in the war with Spain.

Company F, of which the Schuylkill Haven boys were members assembled in Pottsville, Pennsylvania, and amid the ringing of bells, the blowing of whistles and the playing of the Third Brigade Band and the Fourth Regiment Drum Corps, marched to the Philadelphia and Reading railroad station and boarded the train for Mt. Gretna.

The train left Pottsville at 9:30 A. M. and the boys were cheered all along the line, Schuylkill Haven giving them an especially enthusiastic send-off as they passed through the town. They arrived at Mt. Gretna at 4:30 P. M. and went into camp.

On May 4th the men responded to muster roll call and volunteered to enter the service of the United States.

On May 9th, Company F was ordered out for muster but Companies A, B and D were the only companies mustered into service that day. The following day, May 10th, Companies C, E, F, G and H were mustered into service, the entire eight companies, making 24 officers and 600 men and the entire Field Staff being completed that same day which gave the Fourth Regiment of which Company F was a part the honor of being the first regiment to enter the United States Volunteer Service from Pennsylvania.

Descended from the first defenders of the Civil War, they again became the first defenders in the war with Spain.

On the afternoon of May 12th the regiment broke camp and moved to the railroad station there to take the train for New York City where it was to take transport for Key West, Florida. There instructions had come from the War Department through Governor Hastings. But no rations were available and after lying at the railroad station until evening the regiment was ordered into barracks for the night. The following day the regiment was again marched to the station only to find that the car of provisions had not yet arrived or been located and again they were ordered into barracks. This occurred again and the third day, May 15th, the orders were changed by the War Department, instructions now reading that the regiment was to proceed to Chickamauga Park, Georgia.

At 11:30 P. M. that same day the regiment entrained for Chickamauga and after a rousing reception all along the line through Pennsylvania and Ohio the regiment arrived at Chickamauga at 9 P. M., May 17, 1898.

The absence of enthusiastic crowds and the display of the flag were very noticeable through Kentucky and Tennessee. As the train stopped for water in Winfield, Tennessee, a number of the people gathered and the Fourth Regiment Corps played a selection and were greatly surprised when informed by an elderly man that to the best of his knowledge it was the first time music had been heard in that place.

The regiment reported to Major General Brooks and became a part of the 2nd Brigade, 1st Division, 1st Army Corps.

The writer, after being mustered out of the service, and while employed on the Philadelphia and Reading Railroad, was informed by an employee, who was assistant trainmaster at Mt. Gretna, while the Fourth Regiment lay there awaiting rations, that the car of rations had been sidetracked by orders from some one higher up, just outside Mt. Gretna, and held there until too late for the Fourth Regiment of Pennsylvania to reach New York City before the sailing of the transport, thus making it necessary to substitute another regiment.

The 27th Regiment of New York took our place and was later badly shot to pieces in the battle of San Juan Hill. This political trick robbed the 4th Regiment of Pennsylvania (of which our boys were a part) of the opportunity of getting into a real engagement.

Early in June the companies were recruited to 106 men each and later a third battalion was decided upon and Companies I, K, L, and M were added.

On July 22, 1898, at 9:30 A. M. the 2nd Brigade broke camp and moved to Rossville, Georgia.

At 12:30 A. M., July 23, 1898, they entrained at Rossville and arrived at Newport News, Virginia, at 6:30 A. M., July 25th.

On July 27, the Fourth Regiment embarked on board the "City of

Washington" and "The Senica". Friday afternoon at 1:45 P. M. the transports passed out of the harbor bound for Porto Rico.

The transports arrived at Guanica, Porto Rico, 11:30 A. M., August 2. Left for Ponce, Porto Rico, arriving at 5 P. M. and remained in the harbor all night. Next morning the transports were ordered to Arroyo, a port about fifty miles farther east where, while the "St. Louis", "Cincinnati" and the "Gloucester" shelled the hills back of the town the troops disembarked and pitched camp along the Guayama road.

The forward movement began on August 6th, the Fourth Pennsylvania being held in reserve. Guayama was captured without the regiment being actively engaged.

On the night of August 12th, General Brooks sent for Colonel Case of the Fourth Regiment and informed him that on the following day he proposed to move on the enemy in force and attack his strongly entrenched position on the mountain north of Guayama, using the military road to Cayey for the main attack with a flank movement by the 4th Ohio.

The Spanish troops started a flank movement on the 4th Ohio and the 2nd Battalion under Colonel Case was placed on high ground commanding the entire country from Cayey road to the road on which the 4th Ohio was operating and Company F was sent forward in extended order to cover the front where they would have to bear the brunt of the attack.

It was just at this point in the operation that news of the signing of the Peace Protocol reached General Brooks and he immediately ordered the troops to withdraw to a point on the Ponce road just south of the edge of the town. Here the regiment remained on outpost duty until the order came on the night of the 30th and the following day marched to the Porte de Playa.

The loading of the transport "City of Chester" occupied the balance of the day and the following morning and at 2 P. M. of the 1st of September the vessel weighed anchor and our boys were homeward bound. The regiment arrived at New York on September 6th and from there the various companies were sent to their home towns and cities.

Company F arrived home September 7th and was accorded a hearty welcome. Our own boys were banqueted and then hurried to their homes.

Two of the town boys however were absent. Harry A. Reber having been left behind in the Feld Hospital at Chickamauga with typhoid fever when the regiment departed for Porto Rico, and who was afterwards moved to Yeiter General Hospital at Crawfish Springs, Chickamauga, Georgia, had not yet returned but arrived at 9:16 P. M. the same evening.

Samuel J. Spindler, who had been left at Newport News, sick, when the regiment embarked for Porto Rico and was afterwards moved to

Fort Monroe, Virginia, was still in the hospital and died October 6th, 1898, his body being brought home some time later for burial in his home town. While many of the men in Company F died from disease, Schuylkill Haven lost only this one son. However, nearly all of the boys bore the marks of service and privation on their bodies. For while they entered the service hearty and robust, they returned emaciated and worn, many of them requiring months to recuperate.

The following were the Schuylkill Haven members of Company F, 4th Regiment, N. G. P. who left for Mt. Gretna to enter the United States service for the duration of the war on April 28th, 1898:

1. Brown, Warren G., Corporal, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered into service May 10th, 1898. Mustered out with Company November 16th, 1898. "Cop" as he was commonly called by the boys, was eager and anxious for active service. Always a good soldier although handicapped by physical ailments.

2. Goas, Harry A., Private, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Discharged September 29, 1898. "Hal", being a good horseman, was selected as an orderly to Brigadier General Brooks, serving with credit at brigade headquarters to the close of the war.

3. Helms, Thaddeus S., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out with company November 16th, 1898. "Tad" was a quiet, faithful soldier. Ever at his post of duty.

4. Henne, Oscar D., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th 1898. Mustered out, November 16th, 1898. "Biss" (the name by which the boys recognized him), was handy with tools and firearms and was appointed artificer of the company. As every man kept his arms in fine condition there was little extra work placed on him.

5. Hess, William G., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out with the company, November 16th, 1898. "Cappy" never seemed to be in a hurry but was always there on time when wanted. Deceased.

6. Hunsberger, Oswin F., Sergeant, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out with company, November 16th, 1898. "Huns" was all that the name implies. A jovial fellow and a good soldier. Being a tailor by trade, he kept our boys' uniforms in good condition.

7. Leib, John Harry, Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out

with company, November 16th, 1898. "Muss" was a willing fellow, always ready to lend a hand to a comrade.

8. Mellon, Charles A., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out with company, November 16th, 1898. "Chick" was as dry as the water pipes at Chickamauga but a faithful and helpful friend. He walked four miles one night to get a canteen of water for the writer who had a high fever, while the entire regiment was without drinking water. Deceased.

9. Mellon, Harry G., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Promoted to corporal, July 1st, 1898. Mustered out with company, November 16th, 1898. "Had" was one of the youngest of our boys but every inch a soldier in deportment and bearing which won for him the promotion to corporal. Deceased.

10. Reber, Henry A. (better known as Harry), Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Furloughed from Chickamauga General Hospital, September 5th, 1898. Reported for duty at Frankfort Arsenal, October 5th, 1898. Was assigned back to Company F then on company furlough. Mustered out, November 16th, 1898. "Dots" ran true to form in the army. Having been interested in music and religious matters at home, he turned to them in the army. He assisted the chaplain with the mess tent services on week day evenings, led the Sunday afternoon singing with his cornet and organized a regimental Y. M. C. A. of which he was elected secretary.

Because of his musical ability he was detailed as a musician and played cornet in the 4th Regiment Drum Corps and acted as bugler for the regiment. Was detailed as bugler at Division Headquarters. In July he developed a malignant case of typhoid fever and was taken to the Field Hospital. As the company marched past the hospital on their way to Newport News to embark for Porto Rico, Dr. Potteiger, after stepping in to bid him farewell, said: "Boys, this is the last we will ever see of Reber." But through the faithful nursing of his brother, Rev. J. E. Reber, who left his church in charge of another minister and spent weeks by his bedside, seconded by a clean body and a strong constitution, he finally, after a two months battle, came through victorious over the dread disease that laid low so many of our beloved comrades.

11. Schumacher, Harry, Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Promoted to corporal, July 1st, 1898. Mustered out with company, November, 16, 1898. "Shoey," always active and energetic, took a lively interest in everything

pertaining to the company. He, too, proved the calibre of the Schuylkill Haven boys by winning a promotion to corporal.

12. Sharadin, William, Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Mustered out with company, November 16th, 1898. "Whitey" must have inherited a natural talent for handling mules from the canal days of his father, for his ability soon manifested itself and he was made regimental teamster, and handled the four mule team in the most approved style. The only thing that troubled him was why when a soldier died, he was buried with little or no ado, but an inquest held every time a mule died. He finally concluded that a mule was worth more than a man in the army.

13. Spindler, Samuel J., Private, Company F, 4th Regiment, N. G. P. Entered April 28th, 1898. Mustered in, May 10th, 1898. Died at Fort Monroe, Virginia, October 6th, 1898. "Sam" was a pleasant, jovial fellow with always a smile upon his face. Apparently care rested lightly upon his shoulders. Because of his training in clerical work he was made company clerk, a position he filled with credit.

After leaving camp at Chickamauga and before the regiment embarked at Newport News for Porto Rico, Sam took sick and he was left behind for treatment. Although he made a long and hard fight, he finally lost the battle. Death was victorious. Sam would have paid the last full measure of his devotion for his country upon the battlefield of honor, rather than in the lonesomeness of the hospital, far from comrades and loved ones, but so God willed it and he bowed in humble submission. His body was later brought to Schuylkill Haven where his old comrades and the 4th Regiment Drum Corps paid their last tribute of respect to a beloved comrade and friend.

14. Cassavant, Noyes G., Private, Company F, 4th Regiment, N. G. P. Entered May 8, 1898. Mustered in, May 10th, 1898. Mustered out with company, November 16th, 1898. Deceased. "Cass" while not originally a town boy made many friends during his residence amongst us and cast in his lot with the boys while we were in camp at Mt. Gretna.

15. Hill, Daniel, Private, Company F, 4th Regiment. Entered May 8, 1898. Mustered in, May 10th, 1898. "Dan," whose father was one of the few men to be awarded the Congressional Medal of Honor at the close of the Civil War, felt the call in his blood and he, too, joined the boys at Mt. Gretna.

Reenlisted in Company D, 12th United States Infantry at Philadelphia, January 6th, 1899. Sailed from New York, February 19th, via Suez Canal. Landed at Manila, Philippine Islands, on April 15th, 1899. Took part in following engagements: Skirmish Paraque, June 10, 1899.

Advance upon Calulut, August 9, 1899. Skirmish before Porac, August 10, 1899. Capture of Angelis, August 16, 1899. Advance on Mabalacat, Banban, Copoz, Murcia, Talac, El Pendio, Gerona, and Panique, 1899. Expedition to Samar, Philippine Islands, October 22, 1901.

Appointed Corporal, August 24, 1900. Sergeant, July 13, 1901. Discharged at San Francisco, January 11, 1902.

This was one of the regiments which saw a great deal of service during the Philippine Island insurrection.

16. Morgan Grant, Private, Company F, 4th Regiment. Entered, May 8, 1898. Mustered in, May 10th, 1898. Mustered out November 16, 1898.

"Grant" was the steady, dependable type. He felt the thrill of patriotism and came to Mt. Gretna, volunteering his services, and there joined Company F.

17. Troutman, John B., Private, Company F. 4th Regiment. Entered June 15, 1898. Mustered in, June 15, 1898. Mustered out with company November 16, 1898.

"Trouty," originally from Llewellyn, but for many years now a resident of Schuylkill Haven, answered the call for recruits, and came down to Chickamauga to join Company F.

On December 2nd, 1898, he reenlisted in Company L. 10th U. S. Infantry; stationed at Heintsville, Alabama. Arrived in Havana, Cuba, December 24, 1898, Mantanzor, March, 1899. Left Cuba, September 20, 1899, arriving at New York. Moved on to Omaha, Nebraska, then to Sheridan, Wyoming.

Promoted to Corporal and served in Philippine Islands and Moro war and was discharged, December 1, 1901, at Orquieta, Philippine Islands, returning home by way of Nagasaki, Japan, arriving at San Francisco January 22, 1902.

18. Reber, John E., Chaplain, 3rd Regiment, Pennsylvania Volunteer Infantry. Entered August 12, 1898. Mustered in, August 24, 1898. Mustered out, October 22, 1898.

"Johnny" as the Old Town boys knew him, has been absent from our town for years at a time, moving from place to place as a Methodist pastor, but there is only one home spot in all the world for him and that is Schuylkill Haven. Rev. Reber, prior to his appointment by Governor Hastings as chaplain of the 3rd Regiment, was serving as a volunteer nurse in Leiter General Hospital at Chickamauga, Georgia, ministering not only to his own brother who was a patient there, but also to the physical as well as the spiritual needs of the many sick soldiers who were being cared for there. After he joined the 3rd Regiment he endeared himself to the hearts of the soldiers by his faithful attention to the sick.

19. Kline, William C., Private, Company E, 1st United States Infantry. Enlisted July 18, 1898. Discharged by reason of Surgeon's Certificate of Disability, incurred in line of duty, December 29, 1898 in Cuba.

"Bill" went into the regulars during the Spanish American War, and his discharge for physical reasons prevented him from seeing active service in the Philippines.

20. Hand, John W., Private, Company L, 21st United States Infantry Enlisted July 23, 1898. Discharged February 15, 1899.

"Hand" is a Williamstown boy originally, but for years had been a citizen of Schuylkill Haven.

21. Laubach, Abner N. F., Private, Company I., First United States Infantry. Enlisted December 14, 1898. Discharged December 13, 1901.

The First United States Infantry left for Cuba December 25, 1898, arriving at Havana January 1, 1898. Were moved to Pinar del Rio, then to Gunajay, to Columbia Barracks leaving there for United States September 1, 1899. On September 15, 1900, left San Francisco for Manila, P. I., by way of Hawaiian Islands. Arrived at Manila May 14, 1901. Reached the Island of Samar, May 22, 1901, and were ordered to northern coast for service. Engaged in skirmish December 2, 1901. Discharged December 13, 1901 at Catarman, and reached San Francisco January 20, 1902. Laubach was enlisted from Allentown, but is now a citizen of Schuylkill Haven.

22. Stine, Edward S., Coropal, Company H, 8th Regiment, N. G. P. Enrolled April 28, 1891. Mustered in, May 12, 1898. Mustered out with company March 7, 1899.

"Eddie" enlisted as a Pottsville boy, but he too has made his home with us for sometime, and manifests a lively interest in the affairs of our town.

Landis, Shuey, Company G, 4th Regiment, N. G. P. Entered April 28, 1898. Mustered in, May 10, 1898. Mustered out with company May 10, 1898.

The following enlisted in other outfits but did not leave the States:

James O'Donnell and Joseph O'Donnell, Company K, 8th Regiment.

James Deibert, Company B., 8th Regiment.

The following saw service in the Philippines in 1899: Daniel Hill, Company D., 12th Infantry; Ellis Reed and William Brown, Company C., 16th Infantry; Frank Worts, Company F., 22nd Infantry.

This record is necessarily condensed, but presents a correct record of enlistment, service and discharge.

WORLD WAR HISTORY

By JOHN F. STARR

A compilation of the military record of each officer and enlisted man would be necessary to make a complete history of the faithful and loyal service rendered by the men of Schuylkill Haven during the World War, 1917-1918. Being a member of Company "C," 103rd Pennsylvania Engineers, 28th Division, during the World War, it is more easy to give the history of that organization than other units of which some men of this town were members. Therefore with apologies to those who belonged to units other than Company "C," 103rd Pennsylvania Engineers, I will endeavor to give a history of Company "C," in as much detail as possible, and hope members of other units will feel entirely satisfied at the honorable mention of their name and unit to which they belonged, as the data concerning each unit to which others belonged is hardly obtainable. However, whether it is written here or any other place, the service rendered by every man of this community during the World War is beyond reproach.

HISTORY OF COMPANY "C" 103 PENNA. ENGINEERS, 28th DIVISION

This company originated as the "Washington Artillerists" on September 10, 1842, and from that date until June 18, 1916, they had taken part in all major wars in which this country was engaged—the designation of the company unit, however, had been changed several times. Under the call of the President on June 18, 1916, this company reported for Mexican border service on June 22, 1916, and on July 28, 1916, it was transferred to an Engineer Battalion as Company "C," 1st Pennsylvania Engineers. The company was mustered out of Federal Service, February 17, 1917.

Under the call of the President of July 3, 1917, the company reported for World War Service July 15, 1917, Captain G. Edward Gangloff, commanding, and was mustered into Federal Service July 19, 1917 as Company "C", 103rd Engineers, 28th Division. On August 3rd, 1917, this company left its home rendezvous for Mt. Gretna, Pa., where they spent about a week getting fully equipped, then entrained for Camp Hancock, Georgia, where they received their preliminary training for over-sea service. On September 6, 1917 the company was transferred to Camp Jackson, returning again to Camp Hancock October 28, 1917. The company left Camp Hancock for embarkation for over-sea service May 9, 1918, arriving at Camp Mills, May 11, 1918, and boarded the transport Metagama 4.30 P. M., May 18, 1918. Set sail for England at 2 P. M., May 19, 1918. The trip across the ocean was rather uneventful with the exception of sighting a German submarine in the Irish Sea, Memorial Day, May 30, 1918. Landed at

Liverpool, 9 A. M., May 31, 1918. From Liverpool the company entrained for Dover, England, May 31, 1918, and arrived June 1, 1918. We were billeted for the night in Dover, and the following morning embarked on the steam ship Dieppe, crossed the Strait of Dover, and landed at Calais, France, June 2, 1918.

From billets in Cremarest, France, the company was ordered to the front in reserve trench position at Charly, June 28th. Occupied reserve trenches until July 14, 1918, then left for the front line trenches at Conde-En-Brie. The first, second, and third platoons of this company went into action and received a baptism of extremely heavy artillery fire from the Germans from this point to the slope of Bois De Rougis. During this bombardment a number of men were wounded in action, viz: Corporal Leon Sterner, Private Howard Wertz, Private William Mill, Private Clarence Womer, and Private Wilmer Crossley. On July 18th we were relieved from this position by a regiment of the French Blue Devils, and left for Dormans July 22nd to aid in the construction of Pontoon bridges across the River Marne. Upon arriving at a point 200 yards from Dormans we found the town was occupied by the Germans, and returned to Chayney two kilometers from Dormans, and billeted in the wine cellars awaiting further orders. Incidentally we might mention here that Private John Reber who was acting in the capacity of a 'runner' went close to the German trenches on a bicycle, and returned in safety to this company in the above mentioned town. Left Chapnep on July 23rd for Coumont to construct barbed wire entanglements and trenches. During enemy shelling on night of August 4th, the following men were gassed and evacuated to the base hospital for attention: Corporals Hugh N. Coxe, Privates Harry M. Keller, Milford M. Klahr, Harry E. Reber. On August 6th during heavy shelling Wagoner John A. Knarr was severely wounded in the neck while driving a team conveying supplies to the company. He was evacuated to the base hospital. Company left dugouts August 7th, and while on the march were heavily shelled by enemy shrapnell, and the following were wounded and evacuated to base hospital: Privates Clarence Graeff, and John W. Webber. Company arrived at Fismes August 8th and engaged in the construction of foot bridges across the Visle River. During this operation the following were wounded and gassed: Private George Brown, gassed, and evacuated to hospital. Corporal Eugene Holzer, wounded by shrapnell, but not evacuated. Company left the Fismes area August 14th for the back area near Longeville Farm for the construction of barbed wire entanglements, trenches, and road camouflaging. On September 4th we left Longeville Farm for Courlandon and here engaged in the construction of bridges across the Vesle River, the work being performed under heavy shell fire for two days. The following casualties occurred: Corporal Eugene Holzer, Privates Warren Burket, Edwin Zimmerman, Kimber Confehr, gassed, and Corporal William J. Christ and

Private Albert Straub wounded by shrapnell. All of these men were evacuated to the base hospital. At this place Private Isaac Burket received severe gas burns, resulting in his death at a later date in the base hospital in Paris. The following were burned with gas but not evacuated: Sergeant Hobart Becker, Corporal Roy Ketner, and Corporal George Kremer, and Private Lester Bast. Company left Courlandon on September 11th, and arrived in Betancourt billeting area on September 16th. Left this point September 21st for Les Islettes in the Argonne Forest. Here we prepared roads and detailed men to the infantry as wire cutters in preparation for the greatest offensive ever undertaken by the American forces during the war.

On September 26th we entered into the Argonne Drive, and engaged in building roads across No-Man's Land for artillery, worked night and day under heavy shell fire. Here many of the men contracted the 'Flu' and were evacuated to the base hospital. Private Leon J. Goas, one of the men evacuated to the hospital, died October 20. We left the Argonne October 10th for the billeting area where we received replacements to fill up the company which was greatly depleted. We were put in charge of an Engineer Dump at Bouillionville on October 24th. Near this place Private Harry M. Keller was wounded by enemy shell fire on October 25th and evacuated to the hospital. Our next engagement in the defensive sector near Metz. At this point the Company prepared for the drive on the strong German position at Metz. We engaged in considerable road construction and the digging of trenches, this being done near St. Benoit, and we were in this area when the Armistice was signed, and hostilities ceased November 11, 1918. From this date we were moved to various areas until we finally reached St. Nazaire, the port of embarkation, April 19, 1919. We left this port on the U. S. S. Finland April 20, 1919, arriving at New York, April 30th, 1919. Mustered out of service May 15, 1919.

THIS COMMUNITY WAS REPRESENTED FROM THE 1st DIVISION TO THE 89th DIVISION

This community was practically represented in every division of the United States Army, from the 1st to the 89th, and while I am unable to give any detailed history of each and every unit in which our men served, their deeds were valiant and their faithfulness and loyalty beyond reproach.

The following men from this town gave their lives in the supreme sacrifice for their country:

Ivan L. Lautenbauer	Charles Goas	Jonathan Kramer
Hugh T. Ryan	Isaac Burket	John Bolton
Robert E. Baker	Theodore Auchey	Harry Koenig

In commemoration of the valiant and courageous deeds of the heroic dead of this community, we insert this beautiful sentiment from Scott:

Soldier, rest! thy warfare o'er,
 Sleep the sleep that knows not breaking;
 Dream of battle fields no more,
 Days of danger, night of waking,
 In our isle's enchanted hall.

Hands unseen thy couch are strewing,
 Fairy strains of music fall,
 Every sense in slumber dewing,
 Soldier, rest: thy warfare o'er,
 Dream of fighting fields no more.
 Sleep the sleep that knows not breaking,
 Morn of toil, nor night of waking.

Following is a roster of women and men from this town
 enlisted for service during the World War:

Achenbach, George	Headquarters Company, S. A. T. C.
Achmoody, Irwin	*
Alspach, Harvey	315th Infantry, 79th Division.
Anderson, Herman	*
Auchey, Theodore	*
Auchey, Charles	*
Aulenbach, Milton	*
Burket, Warren E.	103rd Engineers, 28th Division.
Burket, Fred K.	103rd Engineers, 28th Division.
Burket, Isaac W.	103rd Engineers, 28th Division.
Burket, Harry	314th Infantry, 79th Division.
Bubeck, Percy E.	103rd Engineers, 28th Division.
Bashore, Arthur	154th Depot Brigade.
Bubeck, Elvin	*
Bubeck, Allan	*
Becker, Elmer	103rd Engineers, 28th Division.
Becker, Hobart H.	103rd Engineers, 28th Division.
Buffington, Herman	*
Brown, Robert C.	103rd Engineers, 28th Division.
Bolton, Daniel L.	103rd Engineers, 28th Division.
Bressler, Ray	103rd Engineers, 28th Division.
Boyer, William H.	111th Infantry, 28th Division.
Boyer, Harry E.	*
Bast, Ralph E.	*
Bowman, Ralph	154th Depot Brigade.
Bowman, Paul	*
Bowman, Henry	*
Brown, Alfred F.	*
Brownmiller, Charles	*
Bolton, Samuel P.	
Bolton, John H.	109th Machine Gun Battalion.
Baster, Lester S.	103rd Engineers, 28th Division.

Brown, William	*
Baker, Paul H.	103rd Engineers.
Butz, Bright	General Headquarters.
Butz, Harry	103rd Engineers.
Berger, William S.	40th United Infantry.
Berger, Harrison A.	*
Bamford, Melvin	United States Marines.
Bitzer, Robert L.	*
Bitzer, Charles D.	103rd Engineers.
Beck, Lester	79th Division.
Beck, Pierson	79th Division.
Conley Thomas	*
Christ, Howard	*
Christ, William J.	103rd Engineers.
Christ, Robert	*
Christ, Harry S.	103rd Engineers.
Coller, Albert R.	61st Infantry.
Confehr, Elmer	*
Confehr, Kimber	103rd Engineers.
Crossley, Wimer	103rd Engineers.
Crossley, Lester E.	76th Engineers.
Clauser, Paul	*
Clark, Edmund	*
Coxe, Hugh N.	103rd Engineers.
Carr, Eugene F.	103rd Engineers.
Dewald, Isaac	852nd Air Service.
Deck, Robert	*
Dress, Harry	155th Depot Brigade.
Deibert, Willis	*
Dechert, Charles	*
Dress, Logan J.	*
Dress, Lewis D.	3rd Anti-Aircraft.
Deibler, Charles	Quarter Master's Department.
Dewald, John E.	103rd Engineers.
Dalton, John J.	*
Deibert, Samuel T.	35th Artillery C. A. C.
Emerich, Phillip	*
Erb, Roy	United States Navy.
Edling, Leroy	56th Engineers.
Edling, John O.	103rd Engineers.
Frehafer, Phillip	103rd Engineers.
Fatkin, Earl	103rd Engineers.
Fisher, Leroy	*
Frehafer, John	4th Ammunition Train.
Foley, James	*
Fenstermacher, Harry	103rd Engineers.
Fenstermacher, Charles	103rd Engineers.
Fenstermacher, Kimber	103rd Engineers.

Foorman, John
 Frehafer, Curtis
 Fullerton, Elmer
 Fey, Carl
 Fleming, Joseph
 Fisher, Ralph J.
 Frehafer, Guy
 Fahl, Ralph
 Feger, Harry
 Feger, Carl C.
 Fullerton, Luther
 Greenawald, E. R.
 Goas, Leon J.
 Goas, Lewis
 Gehrig, Carl
 Gilham, Lester S.
 Gangloff, G. Edward

Gehrig, Charles
 Graver, Earl
 Goas, Charles M.
 Graeff, Charles
 Geschwindt, Herbert
 Huy, William L.
 Hill, Charles
 Hill, John A.
 Hill, Warren
 Hummel, Ray
 Hoy, Rudy
 Herbster, John
 Herbster, George
 Hartranft, Elmer
 Hartzler, John
 Hartzler, Paul
 Hartzler, Chester
 Harner, John A.
 Harrin, Charles
 Huling, Herman
 Holzer, Eugene
 Hoffman, John
 Hoffman, Austin
 Hartnett, George
 Hartnett, James
 Hyde, William G.
 Knarr, John
 Knarr, Emanuel
 Knarr, Allan

*

Quartermaster Corps.
 U. S. Navy, S. S. Tacoma.
 28th Infantry, 1st Division.

*

149th Machine Gun Battery.

*

344th Tank Corps.

Ambulance Corps.

103rd Engineers.

5th Ammunition Train.

305th Ammunition Train.

*

*

158th Motor Company.

4th Division.

103rd Engineers and Judge Advocate Department.

*

10th Infantry.

103rd Engineers.

103rd Engineers.

*

*

Air Service.

*

74th Engineers.

103rd Engineers.

*

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*

103rd Engineers.

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*

103rd Engineers.

*

United States Navy.

103rd Engineers.

*

*

109th Machine Gun.

19th Engineers.

103rd Engineers.

103rd Engineers.

103rd Engineers.

*

Knarr, Clarence	*
Knarr, Samuel	*
Ketner, John	*
Ketner, Elmer	*
Ketner, Roy	103rd Engineers.
Kremer, Leo	103rd Engineers.
Kremer, Robert	103rd Engineers.
Kremer, George	103rd Engineers.
Kremer, Jonathan	*
Kantner, Russell	*
Kantner, Joseph	58th Infantry.
Kerchner, Horace	*
Kerchner, Clarence	103rd Engineers.
Kerchner, Raymond	*
Keller, Harry M.	103rd Engineers.
Keller, George	*
Kendrick, Lewis	*
Keiber, Clarence	*
Kipp, Cyrus	*
Kerchner, Nathan	*
Kerchner, Herman E.	103rd Engineers.
Kerchner, Rudus	*
Koch, Frank	102nd Tank Corps.
Koch, Raymond R.	3rd Division.
Kauffman, Joseph S.	314th Infantry, 79th Division.
Kauffman, Charles V.	103rd Engineers.
Kauffman, Daniel	Quartermaster Corps.
Klahr, Milford	103rd Engineers.
Klahr, Allan	20th Field Artillery.
Krause, Henry	*
Koenig, Clayton E.	103rd Engineers.
Koenig, Harry	*
Lenker, Harold	103rd Engineers.
Lenker, Robert W.	152nd Medical Corps.
Lessig, John O.	Medical Corps.
Leeser, Warren	315th Infantry.
Lindermuth, George	*
Lindermuth, Francis	112th Infantry.
Luckenbill, Albania	213th Engineers.
Lessig, Nathan	314th Infantry.
Lautenbacher, Ivan L.	314th Infantry.
Messer, Ellwood	*
Mill, William	103rd Engineers.
Mill, Raymond	103rd Engineers.
McCord, George	*
Moore, George	Medical Corps.
Mease, Monroe	103rd Engineers.
Mellor, James	103rd Engineers.

Mulholland, Daniel	*
Mustacchno, Joseph	*
McConnell, John P.	103rd Engineers.
Miller, Earl	*
Moyer, John	103rd Engineers.
Moyer, Harry	103rd Engineers.
Moyer, Esmond G.	Intelligence Section.
Moyer, Clifford	*
McKeone, George	*
McKeone, Leo	*
Mattern, Floyd	344th Tank Corps.
Moser, Harvey R.	*
Matthews, Earl	*
Moser, George	*
Minnich, Fred	*
McCormick, Joseph	58th Engineers.
McCormick, Charles	*
McGovern, Raymond	305th Engineers.
Noecker, John	103rd Engineers.
O'Brien, Edward	154th Depot Brigade.
Pfeiffer, George	315th Infantry, 79th Division.
Ryan, Hugh T.	Medical Corps.
Reed, Herman	40th Infantry.
Reed, Herbert	103rd Engineers.
Reed, William	*
Reed, Fred B.	Air Service.
Reider, Russel	11th Artillery.
Reider, George	77th Medical Department.
Reider, Edward	*
Reichert, Fred	*
Rowley, Charles F.	42nd Division.
Raudenbush, Homer	*
Raudenbush, John A.	Medical Corps.
Rodgers, Charles	103rd Engineers.
Reber, Elmer	4th Ammunition Train.
Ribkee, Charles	*
Runkle, Ralph	103rd Engineers.
Runkle, Raymond	*
Romanoo, Francis	*
Roeder, Earl	Veterinary Corps.
Roeder, Edward	103rd Engineers.
Roeder, Rufus	*
Reber, Bright	*
Reber, Lester J.	103rd Engineers.
Reber, Harry	103rd Engineers.
Reber, Foster	103rd Military Police.
Reber, Lincoln	*
Reber, John	103rd Engineers.
Saylor, Charles	*

Smith, Daniel	103rd Engineers.
Sattizahn, William	23rd Balloon Company.
Sattizahn, Ralph	304th C. A. C. and 408th Engineers.
Saul, Millard	*
Spratford, George	..
Schappell Raymond	.
Schappell, Samuel	United States Navy.
Schappell, Luther	162nd Infantry.
Schappell, Earl	315th Infantry.
Schaeffer, Raymond	*
Seidel, Paul	103rd Engineers.
Strauch, Robert	344th Tank Corps.
Sterner, Phillip	103rd Engineers.
Smith, Roy	*
Steinbrunn, Harry	103rd Engineers.
Schwenk, Russell	103rd Engineers.
Schwenk, Edward	*
Schwenk, Herman	Suppply Company, 314th Infantry, 79th Division.
Schaeffer, Frank	..
Saul, Stewart	S. A. T. C.
Starr, John F.	103rd Engineers.
Sharon, Hugh	..
Shadler, Charles	*
Sterner, Raymond	103rd Engineers.
Sterner, Leon	103rd Engineers.
Sterner, John	103rd Engineers.
Sterner, Arthur	32nd Engineers.
Saylor, Erwin	1st Ammunition Train.
Saylor, George	.
Sweigert, Lewis	115th Field Artillery.
Sauers, Charles	79th Division.
Sauers, John	..
Sauers, Harry	28th Engineers.
Seiwell, Preston	103rd Engineers.
Seitzinger, Howard	48th Motor Company.
Steinbrunn, Elmer E.	103rd Engineers. .
Straub, Edward	*
Sullivan, James	4th Air Service.
Shoener, Carl	..
Spindler, Charles	.
Swartz, Abraham A.	42nd Division.
Swartz, Adam	*
Smith, Joseph	*
Scholl, Harry	*
Seitzinger, Charles	*
Schaffner, Charles	..
Seiwell, William	103rd Engineers.
Straub, Albert	103rd Engineers.

Thompson, George	*
Thompson, John	*
Thompson, Moses	111th Infantry.
Thompson, James	2nd Depot Brigade.
Thomas, Rosser	103rd Engineers.
Teter, Elvin	*
Ulsh, Lynn	*
Wagner, Isaac	103rd Engineers.
Wolfe, Lester	154th Depot Brigade.
Webber, John	103rd Engineers.
Weiser, Harry	Quartermaster Corps.
Wessner, Harry	United States Navy.
Wessner, Edward	5th Division.
Webber, William	*
Wortz, Howard	103rd Engineers.
Witman, George	*
Williams, Earl	S. A. T. C.
Wissner, William	*
Webber, Edward	*
Womer, Clarence	103rd Engineers.
Williams, Harry	*
Wagner, Earl	103rd Engineers.
Weston, James	4th Artillery.
Wildermuth, Frank	*
Wildermuth, William	313th Infantry.
Yeik, Samuel	35th Engineers.
Yeik, Benjamin	*
Yoder, George	*
Yoder, Rufus	*
Yost, Walter	333rd Remount Depot.
Zimmerman, Edward	103rd Engineers.
Burkett, Sarah	Red Cross.
Burkett, Ruth	Red Cross.
Confehr, Edna	Red Cross.
Detwiler, Mollie	Red Cross.
Flammer, Sarah	Red Cross.
Fisher, Edna	Red Cross.
Palsgrove, Mary	Red Cross.
Thompson, Margaret	Red Cross.

*—Indicates Record of Unit Unobtainable.

Intimate History

By G. I. BENSINGER

SCHUYLKILL HAVEN is peacefully situated among the hills, on the banks of the Schuylkill River, 600 feet above sea level, eighty-nine miles northeast of Philadelphia, and four miles south of Pottsville. It is connected with these cities by two railroad systems and to the latter city by a street railway system.

Early in the Spring of 1775, Martin Dreibelbis, a German, immigrated here with his wife and two sons, Jacob and Daniel, from Berks County, below the Blue Mountain.

He settled on the eastern bank of the then beautiful Schuylkill River. Here he built a saw mill, a distillery and a grist mill, reserving a portion of the latter in which to live. Later on he built a substantial house of hewn logs, on the opposite side of what is now known as Main Street, about two hundred yards west of his mills. Into this house he moved his family, and thus became the first citizen of our present industrious borough, not only in name but in action. The house was torn down January 23, 1906.

Rebecca, the third child of Martin and Catharine Dreibelbis, was the first child born here, in 1776. Mary Magdaline Dreibelbis was the second child born here, in 1778.

The first marriage was that of Mary M. Dreibelbis and John Reed in 1795, by Rev. Henry Decker. John Reed came from a settler's cabin, on the Reed farm, now the Storage Yard farm. After their marriage they built a log cabin on what is now the site of the Pottsville Hospital on Mauch Chunk Street, Pottsville, their first child, Jeremiah, being born here in Pottsville.

Martin Dreibelbis resided on lower Main Street until 1799, when he removed to a more commodious house, which he in the meantime had erected in east Schuylkill Haven. He died shortly after removing to this house, at the age of forty-eight. He was buried in ground which he donated for religious, educational and burial purposes, outside of the present northeast borough limits. By his will the land west of Dock Street and south of Main Street, or Schuylkill Haven proper, was bequeathed to his son Jacob. The part north of Main Street and east of Dock Street was bequeathed to his son Daniel.

Jacob Dreibelbis laid out the town in 1811. About this time he staked off building lots, which he sold at cheap rates. The property which Daniel Dreibelbis inherited became the property of Mr. Reber,

who in turn sold it to Dr. Kugler of Philadelphia for \$16,000. Dr. Kugler laid out a portion of his property in building lots in 1832. This portion was known as Kugler's addition. At the present time it is known as Spring Garden.

Between the years of 1814 and 1816 Jacob Dreibelbis built a saw mill and a grist mill on the rear of the present property of the First National Bank, northwest corner Main and St. John Streets. Daniel



REIDER SHOE MANUFACTURING COMPANY

Dreibelbis retained the mills of his father. The mills were taken down by the Schuylkill Navigation Company, between the years of 1825 and 1830. These were the only mills wholly propelled by water that were ever erected here.

In 1817, the year when work on the construction of the Schuylkill Navigation Canal was commenced above the borough limits, a great many more settlers were drawn here. Among the most prominent were Samuel Shannon, Henry Mertz, John Rudy, Michel Frehafer, Henry Brommer, John Harmen, Samuel Moyer, Johann Deibert, Michael Deibert, Johann Kantner, Johann Strause, Johann Emerich, Gotfred Boyer, Sr., and Michel Kirkslager.

During this year Schuylkill Haven competed with McKeansburg and Orwigsburg for the county seat. Orwigsburg won out.

John Rudy was the first shoemaker. He built a house about one quarter of a mile east of the present Reading Company depot. He later on built another house on the south side of Main Street, on the site of the Cooper residence, in which he continued his business.

Henry Mertz was the first blacksmith. His first shop was near the mills of Martin Dreibelbis. He later on moved his shop about one square east of Hotel Grand, near the site of the present Schuylkill Hose Company building on St. Peter Street.

The first general store here was kept by William Huntzinger on Canal Street.

The Cross Keys Hotel which stood on the eastern side of the Schuylkill river, on Columbia Street, was established by Michel Frehafer. It was a two story frame structure. Columbia Hotel, a three story brick structure now occupies the site.

Dr. Samuel Shannon began the practice of medicine here in 1836. His first office was on the southeast corner of Canal and Union Street, moving into his new brick home on the east side of Canal Street, (Parkway) 1840.

A log building was erected for religious and educational purposes on the ground donated by Martin Dreibelbis, on the northeastern outskirts of the borough, in 1806. In the school, the Bible was the most important text book, in fact it was the only book used, excepting a spelling book. These books were printed in the German language. English teaching was not dreamed of till many years after.

The Schuylkill Navigation Company was incorporated by an Act of Assembly, approved by Governor Simon Snyder March 8, 1815. Work was commenced and the first dam on this navigation was built at Mt. Carbon in the Spring of 1817. During the summer the canal and slack-water were made navigable to Schuylkill Haven. In the Spring of 1818, a freshet carried away the dams and locks. Rebuilding was begun in the summer of 1818, though the work was not completed till 1821, then only as far as Reading. It was three years later until the entire canal was finished, so that boats ran the entire distance. The first boats used on this canal were made in Orwigsburg and hauled from there by means of wagons; the boats held something more than a ton of coal. The boats were launched at the lime kiln near the northern borough limits, where the Lehigh Valley Railroad crosses over the Pennsylvania Railroad. The boats were towed by men at the end of a long line, sticks being fastened at the middle to the ends of the lines, and these were placed

by two men against their breasts or shoulders, and thus they towed the boat. This mode of navigation was continued until 1827, when the tow path was completed. Mules then became the means of propulsion, and with the mule came larger boats. The canal was navigable to boats carrying eighty tons. In 1846 the canal was enlarged. After this time boats carrying 180 to 200 tons were used. This was the means of transportation for many years. In 1870 the canal was leased for a term of nine hundred and ninety-nine years to the Philadelphia and Reading



FIRST NATIONAL BANK

Railroad Company. In 1872 that portion of the canal between the mouth of Mill Creek at Mt. Carbon and Schuylkill Haven was abandoned. In 1888, that portion of the canal between Schuylkill Haven and Port Clinton was ordered to be abandoned. In July, 1887, fire destroyed the stables of the Navigation Company, which were situated on the northwest corner of Canal and Union Streets. Immense quantities of grain and hay were destroyed as were also a large number of mules; the animals were used in transporting the coal on the canal. The stables were never rebuilt as the order for abandonment had already been given. The last boat to pass through this navigation bound for Philadelphia was on March 11, 1888.

Coal was carried from the docks at Mt. Carbon and Schuylkill Haven to the port at Philadelphia. On the return, the boats would be laden with merchandise for the dealers along the canal.

While the boating was going on here the principal industry was that of boat building and repairing. Three yards were in operation. The first yard was near the site of the present Philadelphia and Reading railroad repair shops, and was owned by Jacob and Morgan Deibert. The second yard was situated on the southern borough limits along the Reading railroad and was owned by Mr. Saylor; later on it became the yard of Daniel Warner. The third yard was situated on the northwest corner of Main and Canal Streets and was owned by Mr. Dengler. After a few years' work he abandoned it. The yard was then taken up by Womer and Shadle. Prior to this time Mr. Shadle had been conducting a repairing yard on the site of the present McWilliams estate on the western side of Dock Street, north of Broadway. After the canal was abandoned in 1888, the yards were closed. No traces of these once flourishing industries can be found.

The Mine Hill and Schuylkill Haven Railroad Company was granted a charter and approved by Governor J. Andrew Schultze on March 24th, 1828. The Company was organized May 21st, 1828. The road was under construction in 1829, being finished in April, 1831. It extended from Schuylkill Haven to the Broad Mountain, a distance of fifteen miles, having five miles of branches. It was the third railroad to be constructed in the United States. The main object of this railroad company was to get the coal, which at this time had very little sale, to a more convenient shipping port, in the larger towns and cities. The construction of tracks was very insecure; no ballast was used on the road bed. The bridges were frequent and consisted of untrussed stringers four or five feet above the water. The railroad track was made by laying cross-ties four feet apart; these ties were notched at the ends, into which an oak rail three by seven inches was placed; on this was spiked a strip of iron about fifteen feet long and one and a half inches wide by three-eighths of an inch thick. Horses and mules were employed in conveying the cars to and from the mines, to the docks at Schuylkill Haven. In the spring of 1842 the wooden rails were removed and iron rails placed in their stead. This was the first railroad in the county put in condition for the passage of the steam cars of the Philadelphia and Reading Railroad Company. On May 16, 1864, this railroad was leased by the Philadelphia and Reading Railroad Company for a period of 999 years. A great many improvements were made after this company obtained the lease, notable

among these was the removing of the majority of bridges, and ballasting the road-bed.

The citizens of Schuylkill Haven and its immediate surroundings were compelled to go to Orwigsburg for their letters and other valuable mail



STATE BANK OF SCHUYLKILL HAVEN

matter but their newspapers were delivered by the stage coach driver, who made weekly trips through here on his way from Philadelphia to Sunbury. This mode of mail service was continued until July 1, 1844, when the United States Government gave the contract for carrying the mails to the Philadelphia and Reading Railroad Company, who have carried it ever since. The following persons have had charge of the office:

Isaac Dengler, 1830; Edward West, 1838; Daniel Stager, 1841; Andrew Keefer, 1849; D. H. Baker, 1853; Abraham Saylor, 1861; W. B. Rudy, 1865; Mrs. Hannum, 1875; G. F. Dengler, 1891; H. I. Moser, 1895; I. W. Tyson, 1899; C. W. Huey, 1904; F. B. Reed, 1911; John Ebling, 1916; Charles Graeff, 1924.

In 1830 Andrew Wilaur built a tannery near the site of the present planing mill of William Becker. It was a two story frame structure 100 feet long. It was destroyed by fire in 1867, and never rebuilt.

Washington Hotel, a two-story stone structure was built in 1831 by Mr. Hughes; James B. Levan was the next owner, he added two stories to the structure. He, in turn, sold it to Philip Koons in 1857. Mr. Koons died in 1858, when his son undertook the management of the hotel. In 1858 the building was changed again, into something more modern. In 1866 it was purchased by Henry Zimmerman. He sold it to Daniel D. Yoder in April, 1886. In 1895 the building was torn down and a splendid four-story brick structure, with modern conveniences and appliances, was erected. The name was changed to Hotel Grand. On January 4, 1904, the hotel was sold to Preston Souders who in turn sold it to Clayton Bubeck in 1920. On September 1, 1923, he in turn sold it to the Directors of the State Bank. The building is situated on the southwest corner of Main and St. John Streets.

In the year 1832 the Swan Hotel, a two-story frame structure, which stood on the south side of Main Street, midway between St. John and St. Peter Streets was built by Samuel Shannon. In 1850 the building was torn down and a three-story brick structure was erected and the name changed to the Central Hotel.

In 1830, Rev. J. M. Saylor and his brother, Daniel, organized the St. Peter's Church of the Evangelical Association. The first trustee meeting was held in 1835. They determined to erect a house of worship. In 1836 the church was dedicated. It was a two-story brick structure and occupied the site of the present Refowich Theatre on St. Peters Street. Owing to the increase of the congregation, a larger edifice was erected on the same ground in 1857. In 1894, by a decision of the court, this property was transferred to the Trinity Evangelical Church.

On December 27, 1819, the tract of land on which the old log building, the first school and church in Schuylkill Haven, was located, was sold at sheriff's sale to E. W. Hoskins. In 1822 he sold the property to Jacob Krebs, trustee of the Jerusalem Church of the German Lutheran and Reformed denomination, for one silver dollar. On July 18, 1826, a charter was granted to the two denominations to hold services every alternate Sunday. A new church building was erected during this year, east of the

old log building. It was a two-story frame edifice, painted white, and ever after that it was familiarly known as the "White Church." In 1856 a more commodious edifice was erected, a little southeast of the white frame building, in fact on the site of the present church building on Centre Avenue. It was built of brick. In 1877 the building was remodeled.



On April 29, 1905 the German Reformed Congregation purchased the church property at public sale for \$9,875, giving consent to the German Lutheran Congregation to worship in the building for six months from date of sale: on each alternate Sunday.

The first brick building in Schuylkill Haven was erected on the east side of Canal Street, now Parkway, midway between Main and Union

Streets, by Samuel Shannon in 1839. It is two and one-half stories high, still standing.

In 1831 school was held in a one-story log structure on the eastern side of St. John Street, half way between Market and William Streets; also in a log building on the eastern side of Magaretta Street, about fifty yards south of the present United Brethren Church; also in a frame house, on the site of the St. Matthew Lutheran parsonage. Mrs. Rayney Jones was the first teacher in this building. The only books used were the testament and spelling book. In 1836 these schools were transferred to a brick building, which had been erected in the meantime, on the site of the present public school building, which stands on the northeast corner of High and Union Streets. The school was known by what was termed "pay school" and was continued as such until 1838, when the school law was accepted. This law permitted children to attend school without paying extra tuition other than buying their own text books. It has since been changed to the effect that there is no charge whatever to the public. In 1850 the small brick building was torn down, and a more commodious brick building was erected. It was three stories high, having eight rooms in all. The rooms on the first and second floors were used as school rooms, while the third floor was fitted up for the meetings of secret societies. In 1878 the building was remodeled, the third story was taken off, and one wing two stories high, of brick, was added to the northern side. In 1895, a wing two stories high, of brick, was added to the southern side.

In 1894 the school directors purchased the burial ground of the St. Peter's Evangelical Church, in the rear of Refowich Theatre, from the trustees of the Trinity Evangelical Church. They converted this plot of ground into a play ground. In the North Ward, more familiarly known as "Spring Garden," a primary school had long been maintained in a log building on the southwest corner of Dock and Haven Streets; it was transferred to the basement of St. Paul's Lutheran Church building, which was purchased by the school directors from the trustees of the St. Paul's Congregation in 1858. In 1861 the school directors sold the building to the Roman Catholics. A frame building, one story high, having two rooms, was erected during 1861, on the eastern side of Dock Street, one square north of Broadway. In 1900 a one and a half story brick structure was erected on the western side of Canal Street, now Parkway, between Columbia and Market Streets; during the summer of 1908 a second story was added. This building has four rooms. It is used principally by the children living west of the Reading Railroad.

The first Board of School Directors consisted of Charles Dengler,

Joseph M. Saylor, Lewis C. Dougherty, Jacob Deibert, Firman Burdell and Benjamin DeLong in 1840.

The present board, 1925, consists of George M. Paxson, president; J. L. Stauffer, vice president; H. W. Stager, secretary; S. I. Bast, treasurer; G. Harold Weiss; Edward Gangloff, and Harry Burkert.



FELIX DEPARTMENT STORE

During the early Spring of 1834 a race course with a one-mile track was constructed south of Columbia Street, but was discontinued in 1837.

In June, 1835, John Rudy opened a lime kiln on the southwest corner of St. Peter and Union Streets. The lime from this kiln was sent to Philadelphia by means of boats on the canal. It was discontinued in 1849.

The St. James' Protestant Episcopal Church, which stands on the northeast corner of Dock Street and Paxson Avenue, was granted a charter by Governor D. R. Porter, July 4, 1839. Work was started on the edifice at once; the corner stone was laid in 1839. The church was consecrated in the spring of 1841. It is built of rough hewn stone. The building was thoroughly improved in 1876. This was the first church in Schuylkill Haven to have its services in the English language. Its first pastor was Rev. Buell, the present pastor being Rev. Guion. A cemetery is at the rear of the church.

In 1837, a brickyard was established by W. Huntzinger, on the eastern side of Haven street, about a square north of Main Street. Owing to lack of business it was discontinued in 1857.

The Borough of Schuylkill Haven was incorporated by an Act of Assembly May 23rd, 1840. The first election under the charter was held on the second Tuesday in July, 1840, and resulted in the election of Daniel Saylor, Burgess, and John Rudy, Mark Mellon, James M. Saylor, Michel Frehafer and George Richert, Councilmen. The following citizens have since been chosen burgess:

Daniel Saylor	1841	Daniel Saylor	1842
John Heebner	1843	Henry Saylor	1844
Henry Saylor	1845	Frederick Haas	1846
Samuel Beard	1847	Charles Kantner	1848
Michel Bowman	1849	Henry Saylor	1850
Daniel Saylor	1851	Samuel Guss	1852
Daniel H. Stager	1853	N. J. Hardenstine	1854
P. R. Palm	1855	B. F. Ketner	1856
B. F. Ketner	1857	B. F. Ketner	1858
Henry Saylor	1859	John Frehafer	1860
John Hummel	1861	John Doherty	1862
William M. Randell	1863	William Gensemer	1864
Henry B. Heeser	1865	John Frehafer	1866
T. C. Zulich	1867	Jos. C. Kerkslager	1868
Henry Byerly	1869	Charles Wiltrout	1870
Pliny Porter	1871	John G. Koehler	1872
Thomas Geir	1873	H. N. Coxe	1874
A. W. Kerkslager	1875	Winfield Hendricks	1876
E. W. Frehafer	1877	Winfield Hendricks	1878
E. W. Frehafer	1879	E. W. Frehafer	1880
E. W. Frehafer	1881	Elijah Emerich	1882
Elijah Emerich	1883	W. A. Gensemer	1884
W. A. Gensemer	1885	George E. Bast	1886
George F. Bast	1887	Elijah Emerich	1888
Isaac Loeb	1889	George E. Bast	1890
David S. Barr	1891	George E. Bast	1892
George E. Bast	1893	William E. Mill	1894
Irwin L. Deibert	1895	Willis L. Bryant	1896

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In 1896 the term was changed from one year to three years.

George E. Bast	1897-98-99	William E. Mill	1900-01-02
George S. Paule	1903-04-05	Harry Baker	1906-07-08
W. Hartman	1909-10-11-12-13	J. O. Lessig	1914-15-16-17
Daniel Sharadin	1918-19-20	J. C. Lautenbacher	1921-22-23
Samuel Shoener		1924-25-26	

The present Council, 1925, consists of Walter M. Bast, president; Charles Schumacher; Jacob Moyer; Jere Harner; Edward Sharadin; W. E. Mill; Willis Bashore; Bert Hasenauer; Barney Gehrig; Laurence McKeone; John Crevin, and Patrick Carr. Floyd H. Minnig, town clerk.



WALKIN SHOE COMPANY

In 1840 Mr. Davis built a rope factory south of the borough limits between the "Red Pond" and the Schuylkill River. His loss, in the spring of 1850, which was caused by the flood was considerable: the greater part of his establishment was swept away. He rebuilt the industry, but changed the site to a tract of land between the Schuylkill River and the Schuylkill Navigation Canal, opposite the Saylor and Warner boat yard. He prospered here, until in 1859 the plant was burned to the ground. It was a two-story frame structure 250 feet long, with an additional walk of 250 feet.

The Reading Railroad which passes through the central part of the town, from north to south, was chartered by the Legislature of Pennsylvania and approved by Governor George Wolf, April 4, 1833, under the name of The Philadelphia and Reading Company. The construction of the roadbed through this section was begun in 1841 and completed in 1842. At four o'clock in the morning the 21st of May, 1842, the first train of cars filled with coal passed through Schuylkill Haven, bound for Port Richmond. The first depot, a frame structure, was erected on the western side of the railroad, north of the present freight house. Business increased to such an extent that it was found necessary to build a larger depot; this was also a frame structure and occupied the ground east of the railroad opposite the first depot. The first depot was then converted into a freight house. This second depot was torn down in 1902. On July 8, 1901, work was commenced on the third or present depot: after considerable delay, it was completed and turned over to the company on March 16, 1902. It is a one-story structure, built of native stone, and has all the modern conveniences and appliances. It is situated one hundred feet south of Main Street, eastern side of the railroad. Mr. Cunningham was the first station agent. The present agent, 1925, is W. B. Johnston. The first tickets in use by this company were round and no excursion tickets could be bought. The rails used were cast iron, twelve feet long; these rails were connected with one another by means of a cast iron basket. This basket was simply a piece of cast iron into which the ends of the rails were slipped, and held in place by an iron pin being put through each end.

A round house was built by this company on the western side of the railroad about 1000 yards north of the depot, in 1845; it was destroyed by fire in 1857. July 1, 1844, the company obtained the contract from the United States Government to carry the mail up the Schuylkill Valley. In 1871 a reservoir was built by the company about 100 feet west of the site of the round house, the water of which is used to supply the engines. On November 3, 1896, the Hall Signal System was installed in this section by the company. During 1896 the company was reorganized as the Philadelphia and Reading Railway Company. The repair shops of the company in this borough were started in 1842. It consisted of a little frame shop in which John Worts was the only workman. A year later the capacity of the shop was increased. The shop stood a little to the north of the round house, on the western side of the railroad.

The repair shops of the Schuylkill Navigation Company were situated east of the Reading Railroad, or in other words, at the eastern terminus of the Mine Hill and Schuylkill Haven Railroad, near the docks of the canal.

After the canal was abandoned, the above named shops were consolidated. Finding that the shops were too small to handle their increasing business, plans were perfected for one large shop. Work on the building was commenced in 1898 and the building was completed in 1899. The shop is a one-story frame structure, covered with iron sheeting. It stands near the site of the Deibert boat yard and the docks in the northern section of the borough. On Tuesday, November 29th, 1910, a portion of the shop (the blacksmith shop, carpenter shop and wood house) was destroyed by fire. They were immediately rebuilt.



SCHUYLKILL HAVEN CASKET COMPANY

In 1846 the first missionary of the United Brethren Church in Schuylkill County, came to Schuylkill Haven and held services in the public school house on High Street. In 1847 a house of worship, a frame structure, was erected on the northwest corner of St. John and Market Streets. A larger edifice was needed as the years advanced, so in 1861 a larger building was erected, the corner stone of which was laid May, 1861, and was dedicated October, 1861. It was a two-story brick structure, occupying the site of the present church on the northern side of Main Street, facing Margaretta Street. The building was remodelled in 1899. Rev. John A. Sands was the first appointed minister in 1847. Rev. C. R. Beiddle is the present

pastor. Trustees are: O. E. Hill, J. M. Gipe, G. P. W. Saul, W. J. Schwenk, J. A. Mower, Will Quinter, W. Buffington.

By an order of Council the streets of Schuylkill Haven were laid out October 11, 1841. Front or Main Street was ordered graded June 10, 1842, as was also Dock Street. St. John Street was graded May 29, 1847. On August 10, 1850, Dock Street near Paxson Avenue was again raised six feet and a bridge was made and the street raised near the Christ Lutheran Church on the same date. The entire grade of the streets was accepted by Council, from the present corner of Columbia and Parkway (east side) to Centre Avenue, on December 28, 1953.

In 1847 priests from Pottsville began to visit Schuylkill Haven regularly. At the time and for several years after mass was held in a private house on Dock Street. In 1863 the present St. Ambrose Roman Catholic Church, the old St. Paul's Lutheran Church, was purchased from the School Board and refitted. It is a two-story brick structure and stands on the eastern side of Dock Street, facing Broadway. The Roman Catholics have a cemetery on "Goat Hill" half way between Schuylkill Haven and Cressona. A parochial school was established here by this parish in a brick building immediately to the north of the church building in 1914. Rev. James Mackin was the first appointed priest in 1865. The present one is Rev. Edwin S. Horn. Curator, Rev. D. J. Rhoads.

By an Act of Assembly approved by Governor F. R. Shunk, April 14, 1845, the Farmer's Bank of Schuylkill Haven was incorporated. It began business in May, 1847, in the Voute building, northeast corner Main and Dock Streets. Owing to lack of business in this field, it was removed to Pottsville in 1851. It closed its doors in 1857. It was familiarly known as the Cake and Saylor Bank.

The "poor law" went into effect in Schuylkill County in 1840, consequently during this year the County Commissioners bought a tract of land, about a half mile from the northeast borough limits, along the old Sunbury road, now known as the turnpike. They immediately erected a three-story brick building in 1840. In 1842 a two-story stone building was erected to be used as a hospital, this was torn down in 1923. In 1850 a wing was added to the first building, and is used as a nursery. In 1859 a three-story brick building was erected, to be used by the aged and infirm. In 1869 a three-story brick structure was erected for the insane and feeble-minded. In 1872 a two-story brick building was erected to be used as a bakery and laundry. In 1873 another story was added to the main or first building. In 1874 a larger barn was built on the site of the first barn, which was built about the time the first building was erected. In 1892 a pest house was erected about 200 yards northeast of the main buildings.

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FIRE COMPANY STATIONS

In 1896 a more commodious hospital building, two stories high, with two wings of brick was erected. An electric lighting and steam heating plant was established during this year; the plant is located in a substantial brick building near the track of the Lehigh Valley Railroad. The inmates of the institution get their water from a dam, north of the institution, to which place it is conveyed by means of pipes. In 1899 a large reservoir was erected in a field north of the buildings, of sheet iron, the water to be used only in case of emergency.

During the year 1850, members withdrew from the Jerusalem Church and organized a new school Lutheran congregation. In 1851 they erected a church on the east side of Dock Street, facing Broadway. It is a two-story brick structure with marble trimmings. It was known as the St. Paul Lutheran Church. In 1858 it was sold by the trustees to the School Board, who in turn sold it to the Roman Catholics in 1861.

On July 19th, 1850, a great flood swept down the Schuylkill Valley carrying ruin and destruction in its path. But Schuylkill Haven was to be visited by a still greater flood. The rain began to fall during the morning of the first day of September 1850, incessantly; by the following day the streams were swollen to immense proportions. The rain continued until the evening of September 2nd. To make matters worse, the breast works of Tumbling Run Dam gave way and emptied its 23,000,000 cubic feet of water into the already swollen stream. The seemingly maddened waters rushed down the narrow valley between the mountain, sweeping away houses and bridges, and in fact everything which was in its path. Two persons from Schuylkill Haven were drowned; a woman, name unknown, and Daniel Dress.

A brickyard was established in 1850 by Mr. Bartlett, on Market Street, near the Schuylkill Navigation canal. He was succeeded by Charles Kantner, who built the Robinson homestead on Centre Avenue. He was in turn succeeded by Benjamin Lindermuth, who was in turn succeeded by Mr. Moyer. The yard was discontinued in 1876. When the yard was discontinued, a man named Mellon built an underground house or cave, in the excavations that were made in search of clay. This house contained four medium sized rooms.

Mr. Geiger established a pottery opposite the brickyard on Market Street. He was succeeded by Henry Weingander. The building was destroyed by fire in 1896 and has never been rebuilt.

About 1850 the Sons of Temperance built a hall on the southwest corner of Main and Margaretta Streets. In 1856 it was sold to the Theodore Koener Lodge, a German organization, who re-christened it Haurigaria Hall. It was a two-story brick building. In 1898 the lodge disbanded,

and in 1899 the building was sold; it was torn down and two homes now cover the site.

During 1850, some of the dissatisfied members of the St. Peter's Evangelical Church withdrew and organized a Methodist Episcopal Congregation. They secured ground on the northern side of Main Street, about two hundred yards east of Haven Street, during the latter part of 1852. The building was completed in 1853. Services were held in it until 1866, then the trustees, not being able to meet expenses, the congre-



W. Y. MILLER, SHOES

gation disbanded and the property reverted to the original owner. He sold the property to the St. John's Reformed Congregation in 1862. The congregation held services in this building until 1875, when they removed to the present home on Main Street facing High Street. The building was then remodelled into dwelling houses. Later on it was used as a printing office by Mr. Bobb, and as a carriage factory by Yoder and Focht. Finally in 1895 it was torn down, and now several modern houses adorn the spot where the once imposing structure stood. It was a two-story brick edifice.

Early interments of the citizens who died here were made in the burial ground of the Union or White Church, north of the borough limits, which had been donated by Martin Dreibelbis for that purpose. Later on

burials were made in the cemeteries of the St. Peter's Evangelical and the St. James Episcopal Churches. In both cases the burial grounds were directly back of the churches. In 1852 the Union Cemetery Association of Schuylkill Haven was incorporated by the court. The association purchased eight acres of ground beyond the northern borough limits, immediately adjoining the burial plot of the White Church, to the west, for a cemetery. Most of the bodies have been removed from their resting places in the borough, and reinterred in the Association ground.

In 1856 a society for the promotion of agriculture, horticulture and mechanics was organized here, with John J. Paxson, president, and J. S. Keller, secretary. The association prospered for several years, until finally in 1874 it disbanded. The ground of the association was on the western side of the Schuylkill River, between North Berne Street and the Reading Railroad. The track was one-third mile. The grounds were enclosed by a six-foot board fence. A foot bridge was built over the river about where Bergers garage stands.

In May, 1856, a charter was granted by the Legislature of Pennsylvania, approved by Governor James Pollock, to the Schuylkill Haven and Lehigh River Railroad Company. A survey was made in November, 1856. The organization of the company was not completed until August 5, 1859, and discontinued on April 24, 1860. The interests of the company were purchased by the Philadelphia and Reading Company. The proposed railroad was to connect the Mine Hill and Schuylkill Haven Railroad with the Lehigh Valley and the New Jersey Central Railroads, and thus find a better market for their coal. The site of the railroad was in an easterly direction from the Mine Hill and Schuylkill Haven Railroad. The work on the roadbed was practically finished for a mile or two outside of the borough limits. The embankments of earth in the borough, and the abutments for the bridges over the Schuylkill River and canal are still visible.

In 1856, A. J. Seyfert erected a saw mill and a grist mill on the western side of Dock Street, one square north of Broadway. The saw mill was discontinued in 1873. The grist mill is a substantial three-story brick structure. This mill was discontinued in 1886. At present this building is occupied by H. Berger Sons, underwear manufacturers.

In the spring of 1859 the trustees of the St. Matthew's Evangelical Lutheran Congregation bought ground on the western side of Dock Street, half a square north of Main Street, on which to erect a house of worship and a parsonage. The corner stone of the church was laid August 17, 1859. The building was dedicated February 18, 1860. The edifice was a one and a half story brick. In 1886 the building was remodeled, and the present structure, a two-story brick, was erected. The parsonage, which

stands north of the church, was erected in 1878 and covers the site of one of the early log cabin school houses, which were in use here prior to 1836. Rev. H. Huber was the first pastor taking charge October 17, 1858. During Rev. J. A. Singmaster's pastorate, the parsonage was built. The present pastor is Rev. A. T. Sutcliffe and his council consists of: John Smith, R. W. Ziegenfus, Wilson Minnich, Lewellyn Fisher, elders; Frank Heim, James Lengel, Lewis Bitzer, Jr., Frank Deibert, deacons; and A. M. High, E. B. Pfleuger, D. M. Phillips, trustees.

In 1861, a bone mill, a two-story frame structure, was erected on the northern side of Columbia Street, midway between Canal and Charles



LEBANON PAPER BOX COMPANY

Streets, the present site of Daniel Minnich's home. The building was destroyed by fire in 1866. This was the second fire Schuylkill Haven experienced. The mill was owned by Robinson and Hoope.

During 1861, Schuylkill Haven experienced its first conflagration. It was the home of Michel Cooney, on the southwest corner of Union and High Streets. It was a two-story frame structure and was burned to the ground. No fire apparatus to fight flames was then at their command.

On January 26, 1862, a number of people organized the St. John's Reformed Congregation and began holding services in the banking rooms

of the Voute building, northeast corner of Main and Dock Streets. The services were held in this building for six months, when the congregation purchased the Methodist Episcopal Church on upper Main Street. In 1875 the congregation built a large edifice on the northern side of Main Street, facing High Street. It is two stories high, yellow brick. The corner stone was laid March, 1875, and the church was dedicated December 25, 1875. The first pastor of this congregation was Rev. D. M. Wolff. He was succeeded by Rev. J. P. Stein in October, 1864, who in turn was succeeded by Rev. J. O. Johnson June 1, 1881. Rev. O. H. Strunk succeeded him; he was succeeded by Rev. M. A. Kieffer; the present pastor is Rev. E. S. Noll. The consistory is: Deacons, Lewis Dress, Fred Hess, Joseph James, Harold Krammes, William Loos, Howard Oswald, John Reichert, George Reider, Charles Roeder, Robert Sausser, Harold Schaeffer; elders, Dr. James Lessig, Walter F. Meck, Bertolet Reinhart, Edward Hill, James Fisher, William Kline, Harry Berger; trustees, George Berger, David Bittle, H. Carl Wilson.

In 1861, when the call for 75,000 men was issued by President Abraham Lincoln, a company of 87 men volunteered from Schuylkill Haven. They were known as Company C, of the 50th Regiment, under the command of Captain D. F. Burkert.

First Lieutenant—George W. Brumm.

Second Lieutenant—John F. Saylor.

Sergeants—W. H. Minnig, L. Becker, W. H. Hiney, James Saylor, Will Hill.

Corporals—August Mellon, Charles Brown, David Raudenbush, S. A. Losch, Levi Eckert, G. H. Hoffman, R. Bechtel.

Drummer—Jere Helms.

Fifer—Joseph Graeff.

Wagoner—Levi Schwartz.

Privates—Henry Auman, Elias Berger, August Berger, John G. Brisons, Jonathan Brener, Gottlieb Burkert, Benjamin Brown, John Bubeck, Samuel Bumberger, George Bolton, Daniel Berger, Frank Berger, William Baker, Joseph Brown, Albert Bartlett, George Cake, Henry W. Deibler, John Doudle, Peter Dunkle, Samuel, John, William, Benjamin Eckert, Moses Everly, Isaac Eckert, Daniel Everhart, George Freed, Sr., William Emerich, Richard Fahl, Frank Fenstermacher, William Guertler, A. P. Gorrett, Aaron Gilbert, George Goehrig, Samuel Hoffman, Jerome Hoffman, Will Hoffman, George Hiney, Daniel Herbster, J. P. Harney, J. K. Helms, P. T. Helms, David Hellenbush, Henry Hesser, Jacob Hehn, Henry Hill, Joseph Handell, Stoughton Kiehner, Jonas Kramer, George Klinger, Peter Kow, Jonah D. Lehman, Joseph Long, William Loyd, William Lillian, John Little, Lewis Long, J. K. Levan, Thomas Miller, George Moyer, Patrick McCullough, Daniel McGlann, Patrick Malloy, Edward Marland,

John Motzer, John Meck, John Minnich, Charles Oswald, Charles Palsgrove, Will Patten, Morgan Pugh, Peter Powell, Benjamin Neimen, Israel Oswald, John Ryan, Fred Scheck, Peter Stanton, Justice Sherer, George Simpson, A. Shirk, Enock Schaeffer, Charles E. L. Beed, William Reppert, John Rubright, Irwin W. Tyson, Alex Williams, Frank Wise, William Wildermuth, Patrick Williams, William Wagner and Henry Zulick. A number of these men were volunteers in other regiments and received promotions after a few month's service. Several of these men were prisoners in Andersonville and Libby prisons.



J. F. BASTIS & SONS, INC., UNDERWEAR

In 1864, a brewery, a two-story stone structure, was erected on the southeast corner of St. John and Union Streets by Mr. Kerslager. It was destroyed by fire in 1869.

When the soldiers returned home from service in the Civil War, in 1865, they destroyed the contents of the home of Henry Ditzel, and forced him to flee from the town. Mr. Ditzel was supposed to have been a Confederate sympathizer. He kept a store for the selling of groceries and candies. These, together with money and house furnishings, were mixed in a conglomerate mass and thrown into the street. The house, which was a two-story frame structure, stood on the northern side of Main Street, east of St. John Street. The site is now occupied by the Eagle saloon.

In 1864 a soap factory was established on Garfield Avenue, near Centre Turnpike, by Dreibelbis, Robinson & Kantner. It was discontinued in 1875; the building was a two-story frame.

In 1870, Metamora Hall, a three-story brick building was erected on the northern side of Main Street, halfway between St. John and St. Peter Streets by the Sr. O. U. A. M., a secret organization. The third floor is used as a lodge room by secret societies; the second floor as an amusement hall and the first floor by a furniture dealer, and the basement was used as a saloon and restaurant until in 1899, after which no application was made for license. On Saturday, March 2, 1901, the building was sold at sheriff's sale to John Naus. He, in turn, sold it to D. M. Wagner in November, 1902. He converted the amusement hall into a storage room. The building occupies the site on which stood the only wholesale licensed house in Schuylkill Haven.

In 1870 the Methodist Episcopal Association made another attempt to establish a church here. Meetings were held in the public school building on High Street. Later on the place of meeting was transferred to a house on the northeast corner of St. John and Union Streets. The attempt proved a failure, as they disbanded shortly after taking up their new quarters.

The station house, or lockup, as it was more commonly called, was built by the Borough Council in 1870. It was a one-story stone structure, and was situated on the southern side of Columbia Street, near the Gerber Shoe Manufacturing plant. It was torn down in 1922.

The rolling mill, in operation here, was established in 1870 by the Direct Iron Company of Schuylkill Haven. The mill was erected on the west side of the Philadelphia & Reading Railroad tracks, facing William Street. They made an unsuccessful attempt to produce iron directly from the ore. In 1872 it was converted into a rolling mill. It was enlarged to its present capacity in 1873. A chain manufactory was added during this year. Work in this building was discontinued in 1880. Work in the rolling mill was discontinued in 1894. In 1899 the mill was sold to the Columbia Iron Works of Columbia. Work was resumed during this year under the management of the new corporation. The chain mill which was a frame structure collapsed during the summer of 1899 and was never rebuilt.

In 1900 a busheling furnace was added for the purpose of converting scrap into wrought iron. During the last few years this mill has been sold and resold many times until finally it was sold at sheriff's sale May 9,

1925, to Paul Schaefer et al, who will clear the entire plot and lay it out in building lots.

In 1870 an attempt was made to mine iron ore from the mountains west of the southern borough limits, on the farms of Morgan, Frank and Samuel Bittle, by their father, William Bittle. Shafts had been sunk to the depth of 100 feet or more on each farm. As no iron ore was found at this depth and only small veins of coal and slate, the project was abandoned in 1875.



MANBECK BROTHERS

On March 15, 1873, the Trinity Church of the Evangelical Association was organized. Its members had withdrawn from St. Peter's Church of the Evangelical Association, for the purpose of establishing a church in which the services would be conducted in the English language. Their first meetings were held in Metamora Hall on Main Street. Immediately work was started on their edifice which stands on the eastern side of Dock Street, one square north of Main Street. It was dedicated May 17, 1874. It is a two-story frame structure, parsonage adjoining on the south. Rev. James Bowman was the first pastor of this church. Rev. Sydney Buxton is the present pastor. The following are the present Board of

Trustees: John Saylor, Carl Saylor, Walter Knarr, John Stauffer and Luke Fisher.

In 1874 the Schuylkill Haven Monitor, a weekly journal, was established by Colonel Fries. It was printed in an office on the northern side of Main Street, east of St. John Street. In politics it was neutral. It was discontinued in 1876.

In 1874 the Schuylkill Haven Montior, a weekly journal, was established by Wander and Bowman. It was printed in an office on the eastern side of Dock Street, near Coal Street. It was neutral in politics. The publication was discontinued in 1879.

The Schuylkill Haven Gas and Water Company was organized during 1865 and 1866 for the purpose of supplying Schuylkill Haven and Cressona with gas and water. They were granted a charter by the Legislature of Pennsylvania April, 1866. Work on the reservoir was started immediately, as was also the work of laying the pipes from the reservoir, which is in Panther Valley, about three miles northwest of Schuylkill Haven, into the town proper. This work was finally accomplished, and on Thursday, June 25th, 1885, water was turned into the water mains. On Thursday, April 6th, 1882, gas was supplied. The gas is manufactured in a brick building on the north side of Broadway, near the Reading Railroad tracks. After many years of controversy concerning the municipal ownership of water rights, the citizens voted to Council the power to borrow \$50,000.00 to be used in securing water, making a reservoir and the laying of water mains and the different accessories on February 14th, 1911. Nothing materialized until finally Council decided to purchase the entire holdings of this company. Three expert engineers were appointed, one by the Water and Gas Company, one by the Borough Council, and one by the Inter State Commission; they to submit a price for the holdings. This was done; the price was fixed at \$150,000.00. The holdings were formally turned over to Council August 2nd, 1920, at the above price. William Mellon was made superintendent.

On August 13, 1885, the Rainbow Hose Company No. 1 was organized. A charter was granted September 2, 1885. Meetings were held in a building on Haven Street opposite the Pennsylvania Railroad depot. The equipment was also kept in this building. In 1894 a two-story brick building was erected on the northern side of Dock Street, east of Coal Street; in this their steamer and other fire equipment are stored.

The Pennsylvania Railroad, which passes through the northern part of Schuylkill Haven, known as "Spring Garden," was incorporated under the laws of Pennsylvania, April 14, 1846, under the name of the Pennsylvania Railroad Company. Work on the construction of the roadbed in

this section was started in the spring of 1885 and completed in the summer of 1886. The first train passed through this borough November 15, 1886, in charge of Conductor Brown. The first station agent was E. S. Frick; the present one is Carl Hench. The depot is a two-story brick structure situated on the western side of the railroad, near the intersection of Dock and Haven Streets. The second floor of the building is used as a dwelling by the station agent. The freight house is 100 yards south of the depot on the western side of the railroad; it is a one-story frame structure. The Hall Signal System was established July, 1906.



UNION KNITTING MILLS, INC.

In 1887 a brickyard was established by Harrison Moyer, on the site of the Warner Boatyard along the Reading Railroad. He continued it until his death in 1891, when his son William took charge. It was discontinued in 1892.

About this time the Bell Telephone Company was granted the right of way by Council, to put poles along certain streets to enable them to string wires for the purpose of giving telephone service with the surrounding territory.

About 1885 the Schuylkill Haven Enterprise, a weekly newspaper, was established by George F. Dengler, in the Voute building, corner Main and Dock Streets. The publication was discontinued in 1888.

In 1888 the Schuylkill Haven Herald, a weekly newspaper, was established by Mr. Bobb, in the Methodist Church building on Main Street. Later on he moved his establishment into the building now occupied by Bensingers' Drug Store. The publication was discontinued in 1890.

In 1890 Bracefield and Davis established the Schuylkill Haven Call, a weekly newspaper, with an office on the northern side of Main Street, east of St. John Street. In 1892 Bracefield was succeeded by G. F. Dengler. Later on Dengler became sole owner. In 1900 Dengler was succeeded by the Von Neida Brothers, who in turn were succeeded by Jay Schumway in 1902. On November 17, 1910, he in turn sold it to Harry Loy and Floyd Minnig; they took possession November 28, 1910. In December, 1916, Floyd Minnig became sole owner. The office of the paper was in the Voute building, northeast corner of Main and Dock Streets, until in 1924 it was transferred to its new home, a three-story brick building on St. John Street, directly back of the State Bank.

The first house built on Prospect Hill was erected in 1882, by Charles Palsgrove, on the northeast corner of St. Peter and Market Streets. It is a two and half story frame structure.

In 1888 Schuylkill Haven saw the opening of a new and prosperous era, when Lautenbacher and Emerich began the manufacture of hosiery in a building on the rear of their premises on St. Peter Street. Later on Emerich withdrew and J. C. Lautenbacher continued the business alone. They were closely followed by Hesser and Kline who were located on Prospect Hill in the building now occupied by the Schuylkill Haven Bleaching and Dye Works, by Jonathan Thompson whose factory was in the Methodist Church building on Main Street. The success of these men in their new enterprise induced others to launch out into the field of operation and industry. Bast and Fidler, in 1889, erected a factory located on Berne Street, facing the Schuylkill River; in 1890 Fidler withdrew, Bast continuing the business. The original mill was a frame structure, business increased and it was found inadequate, so in 1908 a brick building four times the size of the first building was erected; a bleachery was added at this time. On May 11th, 1912, this mill was incorporated under the laws of Pennsylvania as the J. F. Bast and Sons.

Sharadan and Baker engaged in business in the spring of 1889, dissolving partnership in the fall of 1891. Sharadan remained in the building, a two-story frame structure, on Union Street east of Canal Street.

Emanuel Baker built a factory on the rear of his premises on St. John Street in 1892. The establishment was destroyed by fire caused by lightning August 21, 1917; it was never rebuilt.

In 1891 H. Berger and Son established a knitting mill in the building

formerly occupied by Seyfert as a grist mill on Dock Street. In 1902 they added a bleachery to their establishment; in 1905 another brick building was added for the machine operators, making this one of the largest mills in town; the name was also changed to Berger Bros.

On March 21, 1906, fire destroyed the interior of their first building, but it was rebuilt immediately.

Bowen and Reed erected a mill in 1892 in a building on Union Street facing the Reading Railroad. In 1899 they moved their establishment to a building on the southeast corner of William and Railroad Streets. In 1901 they dissolved partnership, Reed forming a new partnership



MECK & COMPANY, UNDERWEAR

with Leininger under the firm name of Reed and Leininger. They added a bleachery during this year. In 1914 Mr. Leininger died. Mr. Reed continued the business alone until in 1920 when he and his two sons formed a new organization known as Union Knitting Mills, Inc., being incorporated July 1, 1921.

Keller and Schumacher in 1894 began business in the building occupied by Hesser and Kline. In 1897 they formed a partnership with P. C. Detweiler, under the name of Schumacher, Keller and Company; Detweiler had been operating a mill in the building on Margaretta Street, formerly occupied by Francis Werner, shoe manufacturer. When the partnership was declared the machinery was transferred to this building. In 1899 they

moved into their own building on the eastern side of Charles Street, south of Columbia Street.

A. H. Kline, in 1895, located in a building, corner Margaretta Street and Wilson Street, discontinued in August, 1915.

Peter Stanton and Son, in 1896 started a factory on eastern side of Haven Street, directly north of the High School building, discontinued in May, 1922.

W. M. Sausser, in 1897, engaged in business in a building on the rear of his premises on High Street. In 1900 he sold it to Emma Deibert; shortly after, it was closed down, lack of orders. Sausser and Kern, in 1897, factory on rear of Kern property on High Street; owing to lack of help the machines and other equipment were removed to Frackville in 1899 and the building converted into a dwelling.

The S. Thomas Knitting Mill in 1898 was established in a building south of Union Street, on the western side of the Reading Railroad.

Meck and Coldren, in 1900, began operations in the building formerly occupied by Bowen and Reed, on Union Street. In 1902 they dissolved partnership; Meck formed a new partnership with Reber under the name of Meck and Reber, continuing in the same building. On August 27, 1906, they moved their entire equipment into their new building, a two-story frame structure, northwest corner Parkway and Main Street, having reorganized on same date as Meck and Company.

Hoffman and Dohner, in 1901, erected a factory on the southwest corner Wilson and Railroad Streets. On February 5, 1905, the firm dissolved partnership as did also the firm of Schumacher, Keller and Company. A new firm was organized under the name of Eureka Knitting Mill Company, composed of Schumacher, Keller, Detwelier and Hoffman. The machinery of Hoffman and Dohner was moved to the building occupied by Schumacher, Keller and Company on Charles Street. On September 11, 1906, this establishment was destroyed by fire and never rebuilt. Immediately after the fire R. J. Hoffman established himself in the frame building of the old Warner Shoe Company, on Margaretta Street. During 1916, a new organization was formed and incorporated October, 1917, as the R. J. Hoffman, Inc. In 1920 a new three-story brick building was erected and the old site.

In 1889 John Weber began the manufacture of ladies' shoes on a small scale in a frame building on Wilson Street, east of the Schuylkill Hose Company building; new machinery was added as the orders increased. Fire destroyed the establishment in 1891. It was never rebuilt.

Francis Warner established a shoe factory in 1890, in a frame building on the west side of Margaretta Street, south of Union Street. Through lack of business, it was discontinued in 1893. In January, 1890, Berger,

Brown and Company began the manufacture of ladies' and misses' shoes, in a two-story frame building, on the southwest corner of Columbia Street and Parkway. In 1900 George W. Gerber bought the entire establishment. In December, 1908, the Borough Council sold the "lock up" and the ground on which it stood and for the entire length from Columbia to Market Street. In August, 1909, the establishment was sold to the Walkin Shoe



R. J. HOFFMAN INC., UNDERWEAR

Company, composed of F. B. Keller, G. H. Michel and Frank Brown; the last two named withdrew and Harry Snayberger became associated with F. B. Keller. A modern, fully equipped three-story brick building was erected.

In 1888 D. D. Coldren began the manufacture of paper boxes in a one-story frame building near the southwest corner of Main Street and Parkway. He was succeeded by John T. Deibert in 1889, he in turn sold the establishment to W. F. Doherty, who removed the machinery to a more commodious building on the east side of Green Street, south of Main Street. In 1902 he was succeeded by Davis and Laurence, who increased the capacity of the mill. In September, 1905, the equipment was moved from this building into their own building on the eastern side of Haven Street, near the mill of J. E. Stanton. The establishment was sold to the Keystone Paper Box Company, limited, in 1917, who in turn sold it to Keystone Paper Box Company who were incorporated February 13, 1922.

In 1891 the Borough Council erected an electric light plant on the east side of Haven Street, south of the Pennsylvania Railroad depot. It furnishes light and power to the residents. The first electric current was turned on Thursday, October 2, 1891, at 7:20 P. M., by Clarence Moser, son of H. I. Moser, President of Town Council; other members of Council interested in securing the plant were Elijah Emerich, Barney McGoey, Isaiah Worts, Frank Geary, Bemeville Eckert, Daniel Mulholland, John Weber, Charles Goas, A. W. Felix, John Bubeck, Joseph Maberry and I. W. Tyson, town clerk. The first superintendent was Thomas Brickhouse; the present one is George Zimmerman.

On July 7, 1891, the Schuylkill Hose Company was instituted, and granted a charter October 19, 1891. Meetings were held in the Voute building until 1892, when a building was erected on St. Peter Street, near Main Street in which to hold their meetings and store equipment. It is a two-story brick structure.

The Lehigh Valley Railroad Company, which was known as the Delaware, Lehigh and Susquehanna Railroad Company, were granted a charter September 20, 1847; began the construction of a railroad through the northern section of town, what is familiarly known as "Nosedale," in 1890 and finished in 1891. They have no depot here, but instead have paid the Pennsylvania Company a certain sum every year for the privilege of using the tracks to Pottsville. This was discontinued in June 1903.

The Philadelphia and Reading Coal and Iron Company built a storage yard for surplus coal about one and a half miles southeast of town; operations were started in March 1890, and finished in September, 1891, having a capacity of 300,000 tons. In 1903 the capacity of the yard was increased to 1,000,000 tons.

In 1894 the St. Peter's Evangelical Church property on St. Peter Street was transferred to the Trinity Church of the Evangelical Association by court. In 1896 it was sold to the P. O. S. of A. They remodelled

the building, adding another or third story and converting the second floor into an amusement hall. In 1900 the property was sold at sheriff's sale to S. A. Losch, since which time it has had several owners; at present it is known as the Refowich Theatre, having been purchased by them in 1923.

The Union Traction Company of Pottsville, which was organized June, 1890, and chartered September, 1890, received the right of way from Council, for the privilege of putting their tracks on the principal streets of this borough, in 1895. Work was started on the construction of the roadbed in this section in 1896; the road was completed on October 11, 1897. Early in the spring of 1898 work was started on the roadbed of the Orwigsburg branch on St. John Street; work being completed in early fall of the same year.



SAINT JAMES PROTESTANT EPISCOPAL
FIRST CHURCH IN WHICH ENGLISH LANGUAGE WAS USED

When the members of the St. Peter's Evangelical Church were ordered by court to vacate their building, they began to hold services in Metamora Hall and adopted the name of Grace United Evangelical Congregation. They purchased a plot of ground on the northeast corner of St. Peter and Union Streets on April 18, 1895. Work was begun on the new edifice at once; the corner stone was laid June 23, 1895, and the church was dedicated December 21, 1895. It is a two-story brick building. The first

conference of the United Evangelical Church was held in town on February 28, 1895. The first pastor was Rev. A. H. Snyder, the present pastor is Rev. F. S. Longsdorf. The present board of trustees are: J. P. Schwenk, Ivan Reed, Elmer Goas, John Hess and William Bolton.

In 1898 Samuel Rowland established a bleaching and dye works on Prospect Hill, in the building formerly occupied by Hesser and Kline. The building is a one-story frame structure.

In April, 1898, when Governor D. H. Hastings issued a call for volunteers from this state to join the Volunteer Army of the United States, in the war against Spain and for the liberation of Cuba, the following young men passed muster:

Oscar Huntzberger, Sergeant; Harry Reber, Musician; Oscar Henne, Samuel Spindler, Harry Schumacher, Harry Goas, Corporals; Warren Brown, William Sharadin, Charles Mellon, William Hess, Grant Morgan, Daniel Hill, Thaddeus Helms, Harry Leib and Harry Mellon, Privates. They left Pottsville with their command, Company F, 4th Regiment, April 28, 1898. They enlisted May 5th, at Mt. Gretna; they were sent to Chica-mauga May 8th, from there they were sent to Newport News, Va., from which port they embarked for Porto Rica July 14th. August 7th they left Ponce, Porto Rica, for the United States. They were honorably discharged from the service September 29, 1898.

James O'Donnell and Joseph O'Donnell, Company K., 8th Regiment, James Deibert, Company B., 8th Regiment, were also volunteers, but did not leave the United States for any foreign port.

In 1899 the following saw service in the Philippines: Daniel Hill, Company D, 12th Infantry; Ellis Reed and William Brown, Company C, 16th Infantry; Frank Worts, Company F, 22nd Infantry.

The planing mill which is situated north of the rolling mill along the Reading Railroad was established by Meck and Kever in October, 1898. Kever became sole owner in 1902, and on May 1st, 1921, it was sold to William Becker.

The First National Bank of Schuylkill Haven was organized June 23, 1899, received a charter August 28, 1899; on Tuesday, September 5th, 1899, they were open for business in the brick building now occupied by the Plaza Restaurant, with E. H. Baker, president; C. C. Leader, vice president; F. B. Keller, cashier; Joseph Mellon, clerk. Directors, I. B. Heim, Frank Brown, Simon Mengle, J. F. Bast, R. H. Kline, J. A. Springer and D. D. Yoder. In 1903 E. H. Baker resigned the presidency and C. C. Leader was elected. On July 1, 1903, the directors bought the property on the northwest corner of Main and St. John Streets. On April 18, 1904, work on the erection of the new building was started and was turned over

to the directors ready for business December 1, 1904. It is a two-story brick structure. The present officers and Board of Directors are: C. C. Leader, president; S. E. Mengle, vice president; F. B. Keller, D. D. Yoder, I. B. Heim, Frank Brown, G. H. Michel, J. S. Brown, J. S. Gray, J. O. Lessig, J. A. Noecker and Roy E. Williams.

In 1900 the Schuylkill Telephone Company was granted permission by Council to put poles through the town to string their wires.

During the summer of 1900 Harry Wood organized the Young Men's League, a religious organization. Meetings were held in the various churches and later on in Metamora Hall. The League was reorganized March 1, 1901, adopting the name Y. M. C. A. Association; renting a home which is now the site of the home of the American Legion. On July 8, 1905, the organization was disbanded.



METHODIST EPISCOPAL CHURCH

In August 1901, Beck and Strause established a baby sack factory on Garfield Avenue, in a two-story frame structure which was discontinued in 1864.

On March 5, 1901, the Council proposed and passed an ordinance taking part of the adjoining township into the borough, the Almshouse to be included; it was not sanctioned by the Court.

In September, 1901, Saul and Zang began the manufacture of paper boxes in a two-story frame building on Charles Street; in 1910 a large

brick building was erected. On September 1, 1919, the Lebanon Paper Box Company became the owners.

In January, 1902, T. Zulick and H. W. Stager began the manufacture of ladies' shoes, in the building formerly occupied by F. Warner, shoe manufacturer, now the site of R. J. Hoffman, Inc., Knitting Mill. In November, 1902, the machinery was moved to Allentown, owing to lack of help.

On December 14, 1901, rain began to fall incessantly until the morning of the 15th, the river rose to a great depth, overflowing its banks causing a great deal of damage; again on Friday, February 28, 1902, rain began to fall in the early morning, continuing in intensity as the day advanced. Again the river overflowed its banks, causing greater ruin and destruction than the spring freshet. During the summer of 1902, Council constructed a strong levee of stone and clay on the eastern bank of the river from Columbia Street to Tennis Avenue.

During the early months of 1902, some of the members withdrew from the Grace United Evangelical Church, and organized a Methodist Episcopal congregation. They held their first meeting in Metamora Hall on Sunday, March 16, 1902. They decided to build a church, consequently during the month of April ground was broken on the east side of St. John Street facing Columbia Street. The corner stone was laid Sunday, July 13, 1902. The building was dedicated Sunday, November 9, 1902. The building is one story high, of rough hewn mountain stone, buff brick with brown stone trimmings. The first pastor was Rev. C. T. Eisenberger, the present pastor is Rev. A. K. Smith. Board of Trustees: Evan L. Thomas president; D. D. Coldren, vice president; Norton Pritchard, treasurer; J. P. Miller, Henry Snayberger, S. T. Bast, Clyde Dunkle, T. C. Rutter and R. D. Coldren.

In June, 1903, the Columbia Bleaching and Dyeing Company was organized. They erected a one-story frame building on the eastern side of Haven Street, near the electric light plant. They began work September 22, 1903; after one season of work it was closed down, sold Saturday 9, 1905, at sheriff's sale to J. L. Stauffer.

The Friendship Hook and Ladder Company No. 3 was organized July 28, 1904, received a charter October 10, 1904. Meetings were held in Spring Garden Hall, northwest corner Dock Street and Centre Avenue. January 30, 1905, they purchased the property immediately adjoining the North Ward school property on the north. February 6, 1905, they sold to the Schuylkill Haven School Board 12 feet of ground adjoining the school property for \$350.00 and the old school building. July 15, 1910, they

1 7 5 0 1 7 5 *t h* A N N I V E R S A R Y

disbanded and immediately united with the Rainbow Hose Company No. 1; a new charter was granted September 13, 1910. The property was sold to the school board October 3, 1910, for \$1,000.00.

On February 5th, 1905, a charter was applied for to establish the Shannon School for Girls, which was granted by the Courts March 6, 1905. The object was to found a school where daughters of the ministers of the Episcopal faith might be taught free of charge; in memoriam of the Shannon sisters.



ST. JOHN'S REFORMED

On July 2, 1904, the German Lutheran and Reformed congregations dissolved partnership as church workers; the Reformed congregation adopted the name of First Reformed, while the Lutheran congregation adopted the name Christ Evangelical Lutheran.

On April 5, 1905, the First Reformed Congregation purchased the Jerusalem Church property, also the property to the west of it for their

parsonage. On November 19, 1905, the parsonage and church building were re-dedicated. The first pastor was Rev. W. D. Stoyer, the present pastor is Rev. H. Jerome Leinbach; the consistory constitutes the Board of Trustees, Elders, Clinton Confer, G. W. Moyer, John H. Riffert, Daniel Schweigart, Martin W. Kerschner, Raymond M. Loy; deacons, William F. Moyer, Andrew Weaver, Foster Fahl, Adam C. Gerber, Harry G. Beck, Lester Crossley and Allen F. Bubeck.

On April 12, 1905, the Christ Lutheran Congregation purchased the ground which is the site of their present church building on the east side of Dock Street. The building was staked off May 18, ground was broken by the pastor May 22, foundation completed and first brownstone laid August 22; corner stone was laid August 27th. The building was dedicated August 26, 1906. The building is a two-story red sand stone structure. The first pastor was Rev. E. H. Smoll and he has served this congregation continuously to the present time. The council is composed of Herman Miller, Elmer Schwartz, J. Theodore Nagle, Amos M. Strause, A. Elmer Smith, Rudy W. Miller, William O. Auchenbach, Harry L. Bubeck and James M. Phillips.

In June, 1905, J. H. Filbert appeared on our streets with a new one-cylinder Cadillac automobile; this was the first auto owned by a Schuylkill Haven resident. In 1906, Willis Bryant, Daniel Sharadin, and Howard W. Stager appeared with Ford machines.

In June, 1904, the McWilliams Estate established a knitting mill in a frame building on the eastern side of Haven Street, near High School building; discontinued in 1910.

On December 1, 1905, the first rural free delivery mail service was established, taking in portions of North and South Manheim Townships. On the same day the star mail route between Schuylkill Haven and Pine Grove was discontinued, and a route between Schuylkill Haven and Friedensburg was established.

On December 1, 1905, W. F. Doherty began the manufacture of paper boxes in the building formerly occupied by Davis and Laurence on Green Street; discontinued in 1914.

The Schuylkill Haven Pressed Brick Company opened negotiations for a tract of land on the Imboden farm, east of the almshouse, in November, 1905; they received a deed for same Monday, July 9, 1906. They were granted a charter by Governor Pennypacker Monday, April 23, 1906. Work was started in August, 1906. Warren G. Brown is superintendent of the plant.

The Textile Mutual and Fire Insurance Company was organized in

1 7 5 0 1 7 5 *t h* A N N I V E R S A R Y

December, 1906, and chartered under the laws of Pennsylvania, May, 1907; closed out business November, 1916.

The Lautenbacher Candy Works were started April 1, 1908, in a one-story frame building on the eastern side of Margarett Street, south of Union Street; discontinued on March 15, 1910.

The Liberty Hose Company was organized June 4, 1908, and received a charter October, 1908. They received a plot of ground from Mrs. W. L.



CHRIST EVANGELICAL LUTHERAN

Bryant on the northeast corner of Columbia and St. James Streets on which they built a two-story cement block building during the summer of 1909, same being finished and occupied September 1, 1909.

On November 15, 1909, a temporary organization of the Schuylkill Haven Trust Company was formed; a permanent organization was effected January 25, 1910, with John D. Berger, president; Dr. D. Dechert, first

vice president; Samuel Rowland, second vice president; H. C. Wilson, secretary, and the following directors: D. M. Wagner, H. A. Reber, W. Hartman, George P. W. Saul, John D. Berger, Daniel Dechert, Samuel Rowland, J. L. Stauffer, Reuben Peale, George Weissinger, Joseph O'Donnell, William H. Wagner, William H. Luckenbill, P. W. Fegley, F. S. Snayberger, H. J. Dohner, W. F. Meck, J. D. Reed, Evan Thomas, H. C. Wilson, H. V. Keever and W. J. Saylor. The charter was granted and approved by Governor E. S. Stuart May 19, 1910. They began doing business in the parlor of Hotel Grand June 6, 1910. They purchased the property on which the present bank building stands, May 28th, 1910. Work of remodeling the building was started at once, moving into their new building, which is a three-story brick, with a white marble front, Wednesday, February 22, 1911. The first treasurer was W. A. Raab, the present one is Samuel T. Deibert. Present Board of Directors are: John D. Berger, Samuel Rowland, Evan L. Thomas, H. C. Wilson, J. L. Stauffer, George P. W. Saul, Walter F. Meck, Reuben H. Peale, Harry A. Reber, W. H. Luckenbill, H. H. Stewart, Guy H. Diefenderfer, Mark E. Campbell, Casper Roeder, Ivan W. Reed, Will G. Rohrer and Samuel T. Deibert.

The curfew law was passed by Council July 5, 1910, and became effective August 1, 1910; repealed during summer of 1923.

On July 15, 1910, I. L. Lautenbacher and M. G. Schwenk, under the firm name of Schwenk and Company, purchased the McWilliams Knitting Mill on Haven Street. Work started immediately; during 1919, the firm was reorganized, known as the Alberta Knitting Mills. In May, 1924, machinery was removed to Port Carbon.

In February, 1909, the citizens voted not to sell the electric light plant and also voted to increase the borough indebtedness for the light plant \$11,000.00.

During the summer of 1909, Main Street from the Reading Railroad to Dock Street was paved, accepted October 4, 1909. During the summer of 1910, Main Street from Dock to Margaretta Streets was paved, also St. John Street from Main to Union Streets; finished October 25, 1910. In the summer of 1912, Dock Street from Main Street to Centre Avenue was paved. Centre Avenue from the eastern borough line to Nosedale Creek was paved during the autumn of 1921. St John Street from Union Street, and Liberty Street were paved during 1924; excavating started in April, accepted by Council September 6, 1924. Parkway, both sides, portion of lower Main Street and Columbia Street were paved during 1924.

The Schuylkill Haven Foundry Company formed a temporary organi-

zation October 11, 1910; a permanent organization was effected October 28, 1910, with E. H. Baker, president; Frank Brown, secretary; D. D. Coldren, treasurer. Charter was granted March 20, 1911. Ground was procured along the tracks of the Reading Railroad, in the southeast section of the borough. Work of excavating and building was started early in March. Building was completed and work started June, 1911. The build-



ST. AMBROSE CATHOLIC

ing and contents were destroyed by fire August, 1914. A new organization was formed, the Schuylkill Haven Box and Lumber Company was the outcome. Work on the reconstruction started at once, open for business July, 1915. During 1919 it was again reorganized as the Schuylkill Haven Casket Company, receiving a charter November 11, 1919. In 1923, a new three-story brick addition was added to the original brick building.

Free mail delivery was established here November 15, 1915, with John E. Hoffman, Robert Sausser and William F. Bittle, carriers.

The Town Hall on the west side of Dock Street between Main Street and Paxson Avenue, was erected at a cost of \$10,000.00. Operations were started in October, 1915, completed and accepted by Council August 1, 1916. It is a two-story brick building, containing the Council Chamber, Gas and Water Department office, Electric Light Department office and Station House.



MESSIAH UNITED BRETHREN

The necessity for the erection of a new building for the insane of this county became a reality after numerous Grand Juries and the State Board of Charities had for several years past recommended the erection of a building; finally March 1, 1910, the County Commissioners asked for plans and approximate cost of buildings with furnishings. On January 31,

1911, contracts were awarded. Operations were started at once. On April 10, 1911, the Court created a Board of Trustees for this institution; W. H. Lewis, president; Dr. G. A. Wilford, secretary; Thomas F. Kerns, E. S. Silliman and George Fluehr. September 1, 1912, the Board appointed Dr. W. G. Bowers superintendent. The work of building proceeded slowly; it was finally finished and accepted October 30, 1913. The cost of building



ST. MATTHEW'S EVANGELICAL LUTHERAN

and furnishings was \$571,000.00. The present building has a frontage of 300 feet and a depth of 210 feet. The building is stone and concrete, faced with Hummelstown brownstone. The interior walls, supports and floors are of iron and concrete, making a fireproof building. The building houses 500 inmates. November 6, 1913, the first patients were transferred here from the almshouse.

In June, 1914, the School Board purchased a plot of ground from

Oscar Bolich for \$2000.00; this plot is situated on the east side of Haven Street, north of Paxson Avenue. On November 2, 1915, the citizens voted to increase the school loan to \$65,000.00 to erect a High School building, being carried by 395 majority. After considerable delay, work was started on the building in June, 1916, finished and accepted by the Board



FIRST REFORMED

September 3, 1917. The building is three stories high, of brick with marble trimmings, contains 20 rooms, a large auditorium and gymnasium. Thirty-five teachers are employed in the various school buildings in town.

W. L. Dress started a knitting mill in a two-story frame structure on the rear of his property on William Street on December 10, 1919. It was discontinued in May, 1923.

E. H. Baker and son Harry formed a partnership known as the Baker Coal and Ice Company in August, 1916, erected a two-story brick building

between Liberty Street and the Reading Railroad in which to manufacture ice. In 1918 Harry Baker assumed entire control. January 1, 1922, the establishment was sold to Manbeck Brothers, who increased the size of the building in order to take care of the increasing business. Water from two artesian wells is used.

The Lion Knitting Company, with Daniel and Blaine Sharadin as



GRACE UNITED EVANGELICAL

proprietors, began the manufacture of knit goods in a newly erected two-story brick building on West Union Street near Parkway in April, 1920.

W. Y. Miller, Preston Miller and Herman Miller formed a partnership in September, 1905, and traded under the name of W. Y. Miller; they began the manufacture of children's shoes in a building on the southwest corner of Liberty and St. Peter Streets, adding more floor space each year; when in October, 1913, a brick building on Liberty was erected. Again

after several years it was found necessary for more working space when another addition was built in August, 1918. During the summer of 1921 a two-story brick wing was added to the building.

The Reider Shoe Manufacturing Company began the manufacture of ladies' shoes in a two-story frame building, southeast corner of West Main Street and Tennis Avenue, in April, 1915. They were incorporated September 19, 1919. In the Fall of 1920 they secured ground on the north side of West Main Street; in July, 1922, work was started on their new three-story brick building, being completed and occupied by the firm February 10, 1923.

On July 14, 1918, the first air plane flew over Schuylkill Haven in a northeastern direction.

The old wooden bridge spanning the Schuylkill River at Columbia Street, was replaced by a concrete structure. Work of demolishing was started August 13, 1921, and after considerable delay, the new concrete bridge was accepted by the Commissioners and opened to public use February 1, 1922.

Governor William G. Sproul paid an official visit to town August 2, 1922, making a short address from the steps of Hotel Grand; welcomed by Mayor J. C. Lautenbacher.

On Saturday, June 17, 1922, the play ground in the rear of the High School building on Haven Street was thrown open to the public; the entire equipment at a cost of \$16,000.00 was made up by the public. The Delphian Society of town sponsored the project.

On Thursday evening at 7:00 o'clock, (D. S.) June 22, 1922, a memorial shaft was unveiled in the Parkway in honor of the nine young men who gave their lives during the World War. This project was sponsored by the Ladies' Auxiliary of the American Legion. Mrs. I. L. Lautenbacher, a gold cross mother, made the presentation speech, accepted by Mayor J. C. Lautenbacher.

On April 11, 1923, a temporary organization of the State Bank of Schuylkill Haven was formed and on July 23, 1923, a permanent one. They received their charter July 24, 1923. On September 1, 1923, they bought the Hotel Grand property, taking possession September 10, 1923; the work of reconstructing the bar room and lobby into a banking room was started at once and on December 15, 1923, the doors were thrown open for business. The officers of the institution are: J. M. Gipe, president; George Wolfe, John Ebling, A. M. High, John Reichert, Samuel I. Bast, George A. Berger, H. W. Stager, secretary; Joseph A. Roeder, Clinton Reber, G. M. Paxson and Harvey G. Heffner; Walter A. Jones, cashier.

In April, 1923, Bashore and Burnd began the manufacture of ladies' knit goods in a two-story frame building on Haven Street, opposite Pennsylvania depot. In 1924 they erected a larger building of brick on Garfield Avenue, moving into same in April, 1925.

The Haven Shoe Manufacturing Company began the manufacturing of ladies' shoes in the building occupied by the Alberta Knitting Company on Haven Street, August 18, 1923.

Dewald Manufacturing Company began making knit goods in a one-story frame building on the west side of Center Avenue in November, 1923.

Crown Hosiery Company began the knitting of hosiery in a mill on Leonard Street in May, 1922.

On January 2, 1925, snow began to fall at 2:30 A. M., and continued until 3:30 P. M. It fell to a depth of thirty inches on the level, tying up roads, railroads and traffic in general for two days.

The dirigible airship Los Angeles passed over the town Sunday evening, 11:45 o'clock, June 7, 1925.

A Comment on Service

VERY public accomplishment reflects the citizenship of a community. To conceive, plan, and create a successful town project demands a most unselfish and co-operative spirit of public service, and to those who gave unstintingly of their time, money, and energy to celebrate the 175th anniversary of the founding of Schuylkill Haven we are grateful.

Samuel Rowland
The First National Bank
R. J. Hoffman, Inc.
Schuylkill Haven Trust Co.
Meek & Company
Reider Shoe Co.
J. F. Bast & Sons, Inc.
Refowich Theatre
Union Knitting Mills, Inc.
The Call
Felix Department Store
Lebanon Paper Box Co.
Bittle & Confehr
Daniel Sharadin & Bro.
L. P. Miller & Co., Phila.
A. R. Saylor
Earl Stoyer
W. Y. Miller Shoe Co.
Parris Lazos
Schaffner-Maberry Co.
Schmeltzer Bros., Pottsville
American Stores Co.
Fred B. Reed
Pottsville Supply Co.
S. Thomas Knitting Mill
Berger Brothers
John Ebling
W. E. Stine
Edward Sharadin
H. A. Berger
Chas. H. Bittle
H. Schumacher & Bro.
Chas. W. Faust
G. I. Bensinger
J. A. Noecker
Harry Kline
Coldren Knitting Mills
E. T. Eiler
Mrs. Alice Seidel
Dr. L. D. Heim
Harry J. Yost
A. B. Lechner
C. L. Michel
Walkin Shoe Co.
Harry F. Loy
Doutrich & Co., Pottsville
Gus Menas
J. M. Gipe
D. M. Phillips

Chas A. Graeff
J. G. Matonis
A. E. Meitzler
B. F. Luckenbill
Model Shoe Store
J. D. Luckenbill
C. Bowman
Manbeck Brothers
Earl Witman
Quinter's Variety Store
Maurer & Maurer
Chas. S. Clauser
H. E. Oswald
Huling Motor Co.
I. R. Schollenberger
Palace Theatre
Harry Cooper
J. M. Sausser & Son
F. H. Scott
Roy J. Hawkins
Gabriel Luongo
Dr. J. A. Lessig
Allan R. Klahr
J. Harry Filbert
E. Bright Pflueger
Geo. A. Berger
Gray's Clothing Store
Schuylkill Haven Knitting Mills
Allan F. Bubeck
Vincent J. Dalton
Boyer Garage
E. R. Greenwald
Floyd Maberry
L. I. Dress
A. M. Webb & Co., N. Y.
Chas. Loy
James Fritz
Paul Naffin
J. H. Miller
O. E. Bressler
John Renninger
W. L. Becker
Elmer E. Stinbrunn
Dohner Shoe Store
Jos. Kaufman
J. L. Stauffer
Plaza Restaurant
G. E. Gangloff

James Schucker
H. B. Feger
H. W. Bressler
M. G. Fisher
Earl S. Williams Garage
Edwin H. Becker
J. C. Dallago
J. A. Alenbach
Ed. E. Maberry
Chas. A. Confehr
Geo. E. Valentine
Burdan Brothers
Crown Hosiery Mill
Carrie Hoffman
C. H. Fernstermacher
Dr. N. A. Lessig
W. K. Loos
Ed. R. Bittler
Elmer Schaeffer
D. G. Kaufman
Dr. Carl Eves
Dr. S. B. Detweiler
H. W. Stager
Paul B. Hinnershitz
R. T. Reed
Geo. W. Achenbach
Edward H. Borda
John W. Freeman
Bashore, Bernd & Co.
Wm. J. Dietrich & Son
R. R. Sterner
Edw. R. Emerich
Rudy F. Moyer
Harry D. Reed
G. R. Naffin
W. J. Fisher
C. E. Wagner
Hiester Klahr
S. L. Pflueger
Reading Lunch Room
E. C. Graver
Atlantic & Pacific Tea Co.
Jim Lash
Keystone Paper Box Co.
Dr. Rutter
Wm. G. Hyde
C. J. Hench
George Rumble
Norman A. Neuin

John Sands	Althea Huey	Ralph A. Bittle
Howard Kimmel	Mayme L. Neyer	Daniel Reed
Subway Billiard Parlor	Margaret C. Goas	Daniel Bitzer
Mrs. Maggie Umbenhauer	Ruth M. Schumacher	William H. Semmet
Gordon D. Reed	Mrs. Judith Schrack	George L. Hill
H. J. Zimmerman	Nellie Sterner	Earl Bast
E. W. Fullerton	Florence Raudenbush	Charles Erdman
John M. Bubeck	Rebecca Moyer	William H. Luckenbill
John J. Deibert	Mrs. Carrie Wildermuth	William F. Shappell
Mrs. McConnell	J. A. Harner	H. D. Alspach and wife
A. A. Ruff	H. A. Goas	John L. Phillips
George B. Fritz	Winifred Huling	David Erdman
H. D. Roeder	Mrs. Lance Staller	Harry A. Moyer
Seltzer Schrack	Florence C. Dalton	Norman Ketner
Howell W. Martin, Pottsville	Nellie Garner	Mrs. Gus Shollenberger
William Reed	Esther Brocius	Lewis C. Bitzer
Raymond Loy	Employees of R. J. Hoffman,	Morris Ketner
Bert Renhardt	Inc.	Meyer Hummel
Chas. Bubeck	Howard P. Betz	Elmer Warner and family
F. W. Emerich	Harry L. Stauffer	Oliver Kembel
Samuel S. Schaeffer	John I. C. Smith	William H. Webber
Edward H. Shollenberger	Samuel J. Deibert	Elmer Swartz
William Burkart, Philadelphia	H. C. Wilson	Alfred Siegfried
Mrs. Lucy Haldeman	Luke Fisher	Frank Swartz
Miss Clara Crossly	John Edling	Mrs. Joshua Nagle
Miss Jane Crossly	C. B. Deaven	Mr. and Mrs. Nathan Lessig
George M. Haldeman	Abraham Maberry	Mr. and Mrs. John Michel
F. B. Keller	George W. Hinkle	William Luckenbill
Rev. F. S. Longsdorf	Emanuel Yeich	Charles Geary
George Bolton	Perry E. Bubeck	Foster Fahl
William Schumacher	Rev. A. T. Sutcliffe	Milton Berger
Luther S. Troutman	Samuel N. Shoener	Walter Holtzer
Hannah A. Troutman	George Christ	James Lingle
Albert Seitzinger	Father Horn	Mr. & Mrs. Herman Schwenk
Helen Seitzinger	Father Rhoads	Catharine Conrad
George Weissinger	D. L. McCormick	R. Harry Hummel
General Electric Co.	Clayton Eiler	G. Arline Hummel
Mrs. Elizabeth Bryant	Mrs. Wiest	Albert Hertzell
Miss Eva Dechert	Mamie Weist	John M. Brown
Frank K. Sherer	Mrs. Harry Snayberger	Rose Raydel Moser
Bright Hardware Co.	Oliver Meck	Reuben Hoffman
Joseph Killian	William Bubeck	George D. Naus
Samuel Killian	Mildred Bubeck	Herman R. Dewald
J. S. Reichert	Mr. and Mrs. James Jones	Dr. C. Lenker
Roy Williams	Irma Huy	Walter E. Knarr
Harry Shadle	Warren Brown	Irvin Reichert
Pomeroy's	Anna Reed	Harry Becker
Austin Hoffman	Mrs. Gordon D. Reed	William G. Roan
Mrs. Austin Hoffman	Catherine Seidel	Mrs. George Schaeffer
Jay Hoffman	Mrs. J. C. Seidel	Mrs. John Gray
Lewis Becker	J. C. Seidel	Mrs. Clara Barr
Henry Krammes	George M. Paxson	Mrs. Jacob Rettinger
Stanley Bernett	John H. Minnig	Mrs. Amasa Sterner
Ruth Hinkle	Mr. and Mrs. Earl Sherer	Mrs. Mary Sausser
George Reibsaamen	Harry A. Quinter	Mrs. Harry Huling
Harold Diebler	Daniel Minnich	Mrs. Samuel Sausser
Alvin Messer	B. Frank Lessig	Mrs. Edna Wildermuth
Ruth Graeff	B. D. Foye	Mrs. Emma Auman
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Mrs. M. W. Bamford
Master Jack Bamford
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Elsie E. Kline
John H. Myers
Charles Auchey
William Buechley, J., Co.
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Frank Shappell

Mrs. H. A. Reber
Paul Reber
John Reber
Dawn Reber
Jean Reber
E. S. Hunter
Dr. R. W. Lenker
Miss Rachel Knarr



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Foster Fahl, J. F. Starr, Alonzo Runkle

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MISS ELMA MILL
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BERT BEINHARDT
E. J. STANTON
OSCAR YOST
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ANDREW WEAVER

First Aid and Comfort Station

EDWARD MABERRY, *Chairman*

CHARLES GULDIN

FREDERICK BURKERT

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M. W. BAMFORD

F. S. LONGSDORF

W. G. LENGEL

Pertinent Facts About Schuylkill Haven

The assessed valuation of Schuylkill Haven is \$2,417,294 which is an increase in the last eleven years of \$1,236,000. The assessments have been taken on a basis of from forty to sixty per cent value.

1914	\$1,179,900
1915	1,216,956
1916	1,241,956
1917	1,266,184
1918	1,274,647
1919	1,287,670
1920	1,307,982
1921	1,389,027
1922	2,137,895
1923	2,193,139
1924	2,272,119
1925	2,417,294

Population 6000

Schuylkill Haven is not a town that has sprung up and developed in the course of a few short years.

The growth in population is better determined by reference to the census reports. They are as follows:

1844	988
1856	1,640
1870	2,940
1880	3,052
1890	3,086
1900	3,654
1910	4,747
1920	5,437
1925	6,000

\$70,000 is the average semi-monthly pay roll for the 33 industries in Schuylkill Haven.

The capacity of the three water dams of the borough is 11,450,000 gallons.

The annual production of the industries of Schuylkill Haven is as follows:

837,000 dozen suits of ladies' underwear.

62,400 suits outer wear garments.

591,000 pairs of shoes.

18,000 dozen pairs half hose.

9,000 dozen pairs silk hose.

9,325,000 card board boxes.

7500 burial caskets.

16,000 tons ice.

1,110,000 feet lumber.

10,000,000 brick.

62,400 concrete blocks.

280,000 gallons ice cream.

4,425,000 lbs. cotton goods bleached and dyed.

80,000 lbs. silk goods bleached and dyed.

35,000 lbs. yarn bleached and dyed.

40,000 freight and coal cars repaired.

The annual business of the industries of Schuylkill Haven amounts to \$4,308,100.

There are eleven underwear mills, five shoe factories, four bleach and dye works, two paper box factories, two planing mills, one box shook factory, one ice plant, one hosiery mill, one ice cream plant, one dry-pressed brick plant, car repair shops, coal storage yard, concrete block manufacturing plant.

The tunnel cut in the hillside a few miles below Schuylkill Haven in 1821, 400 feet long, was the first tunnel in the United States.

The Schuylkill Canal was abandoned in 1888.

1166 pupils attend the public schools and 148 pupils attend the parochial school.

The borough was incorporated by an Act of Assembly of May 23, 1844, with a population of 988.

Schuylkill Haven was settled fifty-six years before Pottsville.

Boating on the Schuylkill Canal from Mount Carbon to Hamburg began in 1821, and from Mount Carbon to Philadelphia in 1825.

